OBSERVATIONS

ON THE

COMMERCE

OF THE

AMERICAN STATES.

BY

JOHN LORD SHEFFIELD.

A NEW EDITION, MUCH ENLARGED:

WITH AN

APPENDIX,

Containing Tables of the Imports and Exports of Great Britain to and from all Parts. Alſo, the Exports of America, &c. With Remarks on thoſe Tables, and on the late Proclamations, &c.

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THREE pamphlets have been publiſhed ſince the laſt edition of this work, and ſeem to be intended as anſwers to it; but I am not ſenſible that they diſprove a ſingle fact, or confute one argument uſed in it: ſome particulars, indeed, are miſtated, and others miſunderſtood; but as theſe pamphlets contain ſtrong aſſertions, and many people, perhaps, may not have taken the trouble of informing themſelves on the ſubject ſufficiently to ſee they are without foundation, it might be proper to ſay they are not proved, and that they are fallacious. The firſt pamphlet, entitled, A Letter from an American to a Member of Parliament, does not attempt, even in the moſt diſtant manner, to diſprove a ſingle fact, or to anſwer a ſingle argument, unleſs it be by aſſerting for facts the greateſt extravagancies, without even endeavouring to ſupport them. As a ſpecimen of his knowledge, he ſays, that the American States

can now ſupply the Weſt Indies with beef, butter, tallow-candles, ſoap, beer, and even bar iron, cheaper than Europe; but thoſe who read his pamphlet, will hardly require any anſwer to it. The ſecond pamphlet, entitled, Conſiderations on the Preſent Situation of Great Britain and the United States of America, particularly deſigned to expoſe the dangerous tendency of Lord Sheffield's Obſervations, &c. at firſt appear to claim more attention. The author of it informs us, that he has ſpent the ſummer in collecting materials; but he gives no authority for the calculations and tables he has inſerted: they differ materially from the Cuſtom-houſe entries, both of Britain and America, or contradict them in every inſtance. Many facts advanced, as from cuſtom entries, are found to be without foundation, or enormouſly exaggerated. The author ſays, the Americans formerly took 25,000 hogſheads of ſugar annually from our iſlands. The Americans had no motive for entering leſs ſugar at the Cuſtom-houſe than what they actually

actually imported from our islands; yet their importations never, in any year, exceeded 6700 hogsheads, at 1000wt. to the hogshead. The exaggeration as to the refined sugar taken from hence is as great. Above 150 pages are filled with calculations and assertions hazarded in the same manner, without any apparent authority. The article relative to American shipping, is the most extraordinary of the whole; he says, 398,000 tons were employed in the commerce between Great Britain and America, exclusive of the trade between the latter and the West Indies. The author may easily learn, that not 110,000 tons were at any time employed in that commerce. The deductions which follow, are equally erroneous. The author also argues, that the American States, although now foreign, ought to be indulged with nearly all the commercial privileges and immunities which they enjoyed whilst British subjects; that in return, they will supply our West-India islands with provisions, lumber, &c. and take from thence sugar, rum, &c.

they

they will become our ſhip-builders, we being unable to build ſhips, and to carry for ourſelves, but at an intolerable loſs. Singular as this mode of reaſoning is, it is the uniform tenor and tendency of all his arguments and aſſertions: as to his authorities, he has not thought proper to communicate them to the public; but this farther advantage is held out to us, that the Americans will take our manufactures, when they cannot get the ſame articles cheaper, better, and on longer credit, elſewhere.

The author of the third pamphlet avows himſelf. It comes with a reſpectable name, and has for title, Thoughts on the late Proceedings of Government reſpecting the Trade of the Weſt-India Iſlands with the United States of North America.—Mr. Edwards will find himſelf extremely miſinformed as to the impoſſibility of the Britiſh Fiſheries in America and Europe being able to ſupply our Weſt-India Iſlands; alſo, as to the ability of Ireland to furniſh a ſufficient quantity of proviſions for them; and notwithſtanding

ſtanding his aſſertion to the contrary, he will find there is white oak in Nova Scotia, and plenty of lumber, and that the harbours are never frozen. Mr. Edwards ſeems to think, and with ſome degree of diſapprobation, that Adminiſtration had been forward to furniſh this work with authentic documents. The ſeveral editions have been almoſt nine months in hand; and although there has not been more than three Adminiſtrations during thoſe months, it does not appear, for which of them the blame is intended. But it may be proper to exculpate them all, by declaring, that none of them, or any part of them, furniſhed materials or information in the ſmalleſt degree, or had the leaſt knowledge of the publication. It is probable one of thoſe Adminiſtrations would have gratified the public with authentic information, if it had been deſired. One obſervation more ſhall be made, that the reſpectable character of the Governor of Jamaica derives no additional luſtre from the publication of his anſwer to the Grand Jury,

On

On the ſubject of opening the Weſt-India ports, the conteſt ſeems unequal. Many individuals think themſelves very materially intereſted for it; no man, in particular, can be ſaid to be intereſted againſt it; but, although they may not have been forward to ſhew themſelves, the Navigation act, that is, the Marine of Britain, has numerous friends. The advocate of a public cauſe, for ſuch is this, does not ſee the ſubject through a ſelfiſh medium. He is leaſt liable to prejudice, and he is leſs likely to miſrepreſent. He may have obloquy for his trouble, although it will be difficult to impute his conduct to any motive, but an earneſt deſire to ſerve the public. He will, at any rate, have the ſatiſfaction of thinking, he endeavoured to aſſiſt his country, when its intereſts, through levity, ignorance, and party diſtractions, were likely to ſuffer.

SHEFFIELD.

Downing Street,
February, 1784.

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TO THE

SECOND EDITION.

THE deſire of imparting uſeful knowledge at a ſeaſonable juncture, haſtened the firſt publication of this pamphlet in the midſt of particular and unexpected avocations.—The demand for a ſecond edition requires and permits a more accurate reviſal, and the opportunity has not been neglected. Some Paſſages have been corrected or explained, and many additions are now introduced.

On this recent ſubject no information could be obtained from any books whatſoever; but the beſt judges in each article of exports and imports had been ſeparately conſulted, their ſeveral opinions had been carefully weighed and compared, and the ſame intereſting queſtions have been again ſubmitted to a ſecond and more rigorous ſcrutiny.

SHEFFIELD.

Downing Street,
June 21, 1783.

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rately, and how much from the Out Ports, under one general Head, the ſeveral Quantities and Species.

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OBSERVATIONS

ON THE

COMMERCE, &c.

AS a ſudden revolution — an unprecedented caſe — the independence of America, has encouraged the wildeſt ſallies of imagination; Syſtems have been preferred to experience, Raſh theory to ſucceſsful practice, and the Navigation Act itſelf, the guardian of the proſperity of Britain, has been almoſt abandoned by the levity or ignorance of thoſe, who have never ſeriouſly examined the ſpirit or the happy conſequences of it. Our calmer reflections will ſoon diſcover, that ſo great a ſacrifice is neither requiſite nor expedient; truth and fact are againſt it; and the knowledge only and conſideration of the exports and imports of the American States will afford us juſt principles, whereby we may aſcertain the real value of their trade, foreſee and judge of their

true intereſt and probable conduct, and chooſe the wiſeſt meaſures (the wiſeſt are always the moſt ſimple) for ſecuring and improving the benefits of a commercial intercourſe with this now foreign and independent nation. For it is in the light of a foreign country that America muſt henceforward be viewed — it is the ſituation ſhe herſelf has choſen by aſſerting her independence, and the whimſical definition of a people *ſui generis*, is either a figure of rhetoric which conveys no diſtinct idea, or the effort of cunning, to unite at the ſame time the advantages of two inconſiſtent characters. By aſſerting their independence, the Americans have at once renounced the privileges, as well as the duties, of Britiſh ſubjects — they are become foreign ſtates; and if in ſome inſtances, as in the loſs of the carrying-trade, they ſhould feel the inconvenience of their choice, they could not, nor ought they to complain; but ſhould they on the other hand be placed on the footing of the moſt favoured nation, they muſt ſurely applaud our liberality and friendſhip, without going ſo far as to expect that for their emolument, we ſhould ſacrifice the navigation and of courſe the naval power of Great Britain. By the ſimple expedient of permitting the acts of navigation to operate in reſpect to the American States, as they operate in reſpect to the moſt favoured foreign nation, we ſhall eſcape the unknown miſchiefs of crude and precipitate ſyſtems, we ſhall avoid the raſhneſs of haſty and pernicious conceſſions; conceſſions which could

could never be reſumed without provoking their jealouſy, and perhaps not without an entire commercial breach with the American States.

In the youthful ardour for graſping the advantages of the American trade, a bill *, ſtill depending, was firſt introduced into parliament. Had it paſſed into a law, it would have affected our moſt eſſential intereſts in every branch of commerce, and in every part of the world; it would have deprived of their efficacy our navigation laws, and undermined the whole naval power of Britain; it would have endangered the repoſe of Ireland, and excited the juſt indignation of Ruſſia and other countries †: the Weſt India planters

 would

* For the bill, as firſt brought in, ſee the Appendix. Every clauſe was altered at ſeveral times, but the principle being bad, and the difficulty great, the bill at length was dropt for the ſeſſion, and a temporary power was given to the Crown, to regulate the trade and intercourſe with the American States.

† To inſtance only Ruſſia: by treaty ſhe is to be conſidered as the moſt favoured nation. She will not eaſily be amuſed by any ridiculous attempts that may be made to treat the American States other than foreign. Bar iron from Ruſſia pays a duty on importation into this country of 2l. 16s. 4 $\frac{4}{20}$ d. per ton, in Britiſh ſhips legally navigated, and of 3l. 7s. 1 $\frac{4}{20}$ d. in any other ſhips than ſuch as are Britiſh built, and whereof the maſter and three-fourths of the mariners at leaſt are Britiſh,

would have been the only ſubjects of Britain who could have derived any benefit, however partial and tranſient, from their open intercourſe directly with the American States, and indirectly through them with the reſt of the world. Fortunately ſome delays have intervened, and if we diligently uſe the opportunity of inquiry and reflection, which theſe delays have afforded us, the future welfare of our country may depend on this ſalutary pauſe.

Our impatience to pre-occupy the American market, ſhould perhaps be rather checked than encouraged. The ſame eagerneſs has been indulged by our rival nations: they have vied with each other in pouring their manufactures into America, and the country is already ſtocked, moſt probably overſtocked, with European commodities*. It is experience alone that can de-

Britiſh, while ſuch iron from America, when a part of the empire, was free from all duties. If we do not put both countries on an equal footing, we may ſacrifice the moſt neceſſary trade we have.

* Britiſh goods of ſeveral kinds were cheaper laſt year in New York than in London, and letters from Philadelphia mentioned ſeveral articles 25 per cent cheaper. But it appears by letters received from America ſince the former editions of this pamphlet, that although the market had been overſtocked with ſome articles, many others were much wanted to aſſort the ſtores, which aroſe, in ſome meaſure, from the ignorance of foreigners in compoſing their cargoes.

monſtrate to the French, or Dutch trader, the fallacy of his eager hopes, and *that* experience will operate every day in favour of the Britiſh merchant. He alone is able and willing to grant that liberal credit, which muſt be extorted from his competitors by the raſhneſs of their early ventures; they will ſoon diſcover that America has neither money * nor ſufficient produce to ſend in return, and cannot have for ſome time; and not intending or being able to give credit, their funds will be exhauſted, their agents will never return, and the ruin of the firſt creditors will ſerve as a laſting warning to their countrymen. The ſolid power of ſupplying the wants of America, of receiving her produce, and of waiting her convenience, belongs almoſt excluſively to our own merchants. If we can abſtain from miſchievous precipitation, we ſhall learn, to our great ſatisfaction, that the induſtry of Britain will encounter little competition in the American market. We ſhall obſerve with pleaſure, that, among the maritime ſtates, France, after all her efforts, will derive the ſmalleſt benefits from the commercial independence of America. She may exult in the diſmemberment of the Britiſh empire, but if we are true to ourſelves, and to the wiſdom of our anceſtors, there is ſtill life and vigour left to

* The greater part of the colony commerce was carried on by means of Britiſh capitals.

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diſappoint her hopes, and to controul her ambition *.

To form a juſt notion of the queſtion now depending, and reaſonably to decide upon it, it was neceſſary to examine and aſcertain, what are the wants of America, what this country can provide her with, which cannot be procured elſewhere on terms equally advantageous, and what are the productions which America has to give in return. Theſe inveſtigations will throw ſome light on a ſubject as intereſting, although perhaps as ill underſtood, as any that can be agitated among us, and the following facts and obſervations being diſtinctly ſtated, may be more eaſily comprehended, and will probably be more deliberately conſidered, than if ſpoken to benches uſually almoſt empty, except when a miniſterial queſtion depends.

The

* There is no circumſtance of the war that can inſpire France with any confidence in the ſuperiority of her fleet, her army, or her finances. By her ſuſpenſion of the carrying-trade, by her neglect and abuſe of her army, ſhe made up a fleet that was in no inſtance victorious. Some time before the ſigning the Preliminaries ſhe with-held payment of the bills drawn by her commiſſaries in America. Britain always reſiſted, and ſometimes vanquiſhed the maritime powers of the world, and her efforts will be as glorious in the annals of hiſtory, as her moſt ſucceſsful wars. The reſources which have ſupported a war ſo diſtant, ſo various, ſo expenſive,

The imports and exports of the American States muſt in general, from many cauſes, be the ſame, and for a long time to come, that they formerly have been.

To begin with the imports from Europe:—They may be divided into thoſe in which Great Britain will have ſcarce any competition; thoſe in which ſhe will have competition; and thoſe which ſhe cannot ſupply to advantage.

Articles in which there will be ſcarce any Competition.

WOOLLENS.

In this great and capital article, Great Britain will have very little competition, except in fine cloths made in France, to appearance of equal quality to thoſe made in England. They have a ſuperior luſtre, and are afforded cheaper, but fail in firmneſs and durability. France excels in ſingle,* though ſeldom in mixed colours; but

five, have been ſuperior to the expectation of the moſt ſanguine. Our advantage may be fairly aſcribed to the ſtrength and ſpirit of the country: our failure, more eſpecially in America, to the miſconduct of individuals, and the errors of Parliament.

* French cloths are not ſo much twiſted in the thread as our ſuperfines, and being of a more ſpungy and open texture, they receive a greater quantity of the dye, and thereby retain the colour better, eſpecially black.

the

the demand of the ſuperfine cloths from America will be very inconſiderable; the conſumption of that country is chiefly of cloths under 12s. per yard; the quantity of thoſe of a higher price bears no proportion to that of any one of the inferior qualities, down to the coarſeſt and cheapeſt; Therefore as the bulk of the woollens muſt be bought in England, it will be ſeldom worth while to ſend to France for the ſmall quantity they may want of the cloths of 13s. 6d. and 14s. and they will rather take the Engliſh ſuperfines, which are at leaſt as much better as they are dearer, than thoſe of the French. There will be no competition in woollen ſtuffs of other kinds and qualities, ſuch as camblets, callimancoes, ſhalloons, durants, &c. The manufacturers at Liſle and ſome other towns in France attempt camblets, ſerges, and ſome other light woollens, but they are ſo much inferior, that the ſame ſorts of Engliſh manufactures, even loaded with duties and expences, are preferred both in the French and Auſtrian Netherlands. As to the ſhalloons, tammies, and other light ſtuffs for the lining of cloaths, and ſuch uſes, the French manufactures have hitherto had ſtill leſs ſucceſs. The article of wool being from 15 to 20 per cent. dearer in France* than in England, though the price of labour

* Several perſons are now in England, ſent from France to obſerve the management of our flocks, in order

labour is lower; yet, whilſt wool continues to be ſo dear, it is hardly poſſible that coarſe cloths, which require a greater proportion of materials than of labour, can be afforded ſo cheap in France as in England; and it is certain, that all coarſe woollens are at this time at leaſt 15 per cent. dearer in France than in England.

Orders to a great amount are now in London from the French, for woollen goods as well as for Spital-fields manufactures.

The average price of good wool in the northern provinces of America was 1s. ſterling per pound. There are ſome ſheep in each province, but the number is inconſiderable, except part of the province of Rhode Iſland and Connecticut. In the Southern Provinces, the wool of ſheep becomes of a hairy quality. In the Northern, it cannot anſwer to raiſe many ſheep, the land is ſo long covered with ſnow; the expence of winter fodder is too great.

order to acquire knowledge relative to wool. They may obſerve, that it will be neceſſary to change the climate, and whole ſyſtem of huſbandry in France, before that country can raiſe any quantity of wool, ſuch as ours. The quantity of wool raiſed in France is not conſiderable when compared with the conſumption. We may in ſome degree judge from the ſeizures, of the increaſe of the practice of ſmuggling wool. In 1770, the quantity ſeiſed was only 32 pounds. In 1780, it had encreaſed to 12,383 pounds; and in 1782, it amounted to 13,916 pounds.

The following fact is a ſtriking proof of the ſuperiority of our woollens to the French, in the opinion of the Americans. When France granted a ſum of money to Congreſs for cloathing the American troops, Mr. Laurens, jun. was employed to provide it, but inſtead of laying out the money in France, he went to Holland and bought Engliſh cloths, and ſent them to America. The French miniſter was inſtructed to complain to Congreſs of this tranſaction, ſo ungrateful and injurious to France; but Mr. Laurens juſtified himſelf by ſaying, it was his duty to do the beſt he could with the money, and that the Engliſh cloths of equal price with the French, were much better. And farther to ſhew the preference given to Britiſh manufactures in the American States, we need only recollect that the importation of goods from this country, through a variety of channels, was ſo great, during the war, that the French miniſter, reſiding at Philadelphia, remonſtrated againſt it more than once, before the leaſt attention was paid to him by Congreſs. An act was then made prohibiting the manufactures of this country under certain penalties; nevertheleſs, they continued to be imported to ſo great a degree, that a remonſtrance from the Court of France was preſented to Congreſs, threatening to withdraw their aid, if more effectual means were not taken to prevent the importation of Britiſh goods, which, being accompanied with ſtrong recommendations from Dr. Franklin, and the other Commiſſioners

in France, produced ſome effect. Some ſeizures were made of Britiſh manufactures, though imported through Holland. This ſeverity took place a little more than a year before the peace. In ſome inſtances the goods ſeiſed, were returned to the owners. Prior to this, the ſhopkeepers, &c. uſed to advertiſe as Engliſh goods, what, in fact, were Dutch or French manufactures, in order to recommend them to the purchaſer.

It has been the art of American emiſſaries, and of ſome among ourſelves, who ſeem equally enemies to this country, aſſiduouſly to repreſent the woollen manufactures, as well as the country itſelf, in a declining and ruinous ſtate. Particular branches of the manufacture may have declined in ſome parts, but other branches have encreaſed nearly fourfold in other parts; it may have loſt particular markets, but it has found many others. In the Weſt Riding of Yorkſhire, where there are far the greateſt manufactories of Engliſh wool, a return is made, by Act of Parliament, to the Juſtices at the Spring Quarter-ſeſſions, of the number of pieces and yards of cloth, milled at the ſeveral fulling mills in the preceding year. By the act of 1725, the broad cloths only were ſubject to theſe returns, and the whole number of pieces milled the ſucceeding year was only 26,691; but an act of 1738 extended this regiſter to the narrow as well as broad, and the next year's returns of pieces, were, broads 42,404, narrows 14,495. Theſe returns of the ſupervifor

are authentic and inconteſtable. Every good Engliſhman will, with pleaſure, ſee in theſe returns the conſtant and prodigious encreaſe of that manufacture.

Year 1738,	Broad pieces	42404,	Narrow 14495.
1748,		60765,	68080.
1758,		60396,	66396.
1768,		90036,	74480.
1778,		132506,	101629.

In the year 1778, notwithſtanding the American revolt was then at its height, and according to ſome of our politicians, ought to have ruined the woollen manufacture, the returns were greater than they ever had been before. Thoſe of 1782, were ſtill greater. The number of yards in the return of 1778 was, broads 3,795,990, narrows 2,746,712. The returns of the laſt year, viz. 1782, made on the 25th of laſt March, were, broads 4,563,376, narrows 3,292,002. The preſent prevailing faſhion of wearing Manchefter manufactures of cotton, and of cotton and ſilk, muſt have leſſened, in ſome degree, home conſumption of woollens, and proves that the encreaſe lately, muſt have been chiefly in our exports. The low price of coarſe and long wool is no proof of the decline of the manufacture. It is well known, that the quantity of thoſe kinds of wool, grown in England, are doubled within no great number of years. By the introduction and general

general uſe of artificial graſſes, our flocks have been greatly encreaſed. Large tracts of country, formerly open and under corn, now incloſed, maintain multitudes of that uſeful animal. It is certain the manufactures of coarſe wool have encreaſed. The price of fine wool is high, and has encreaſed lately, notwithſtanding the fine wool flocks are more numerous; conſequently, the manufactures of this kind of wool have not decreaſed, but that branch in which Spaniſh wool has been moſt uſed, has moſt declined.

France has one advantage over England in theſe manufactures. The ſtile of her government enables her to uſe more vigorous means of preventing frauds, ſuch frauds as may hurt Britiſh manufactures much more, than the independence of America probably will do.

Iron and Steel Manufactures, of every Kind.

If a drawback or bounty equal to the duty on foreign iron ſhould be granted when exported, theſe articles probably never will go to America to any amount, but from Great Britain. The caſt-iron manufactory has had great ſucceſs in ſome parts of America; the other manufactures of iron there are very inconſiderable, except ſcythes and axes; the latter of which are preferred chiefly on account of the ſhape being better calculated to anſwer the purpoſe for which they are wanted, than thoſe made in England, and they bear a higher

higher price*. Occaſionally other articles are well made in America by ingenious workmen, chiefly emigrants, but whatever they make is at an expence of at leaſt three times the amount of what the ſame article could be imported from Europe. It is well known how much we ſurpaſs the world in the manufactures of iron and ſteel. At Liege ſome articles may be cheaper; nails may be had cheaper there, but they are clumſy, and do not ſuit the American market. French and Dutch nails were found to be ill manufactured, and made of brittle iron.

Some Engliſh and American iron poſſeſſes the quality of toughneſs in a high degree, and undoubtedly tough ſoft iron is the beſt for making wire and many other articles, but is very bad for making a nail, a hoe, an axe, a ſcythe, and many other valuable articles; for theſe it is neceſſary to have iron of other qualities added to the qua-

* It is ſaid, the American ſcythes and axes are better than the Britiſh, becauſe the Americans uſe the beſt foreign iron for the purpoſe, while the Britiſh manufacturers are, perhaps, too careleſs as to the materials they uſe, taking the readieſt or the cheapeſt ſorts of iron. Manufacturers in general are two inattentive to the goodneſs or fitneſs of the raw materials they uſe. However the New-England axes having got a great character, large quantities before the revolt were made in Britain like them, were ſent to America, and ſold as New England axes, and anſwered as well.

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lity of toughneſs, it muſt be of a ſound, firm, durable, ſtrong body or texture, and for edge tools particularly muſt in its nature have a readineſs of joining with ſteel, that is, in making the tool, the iron muſt cohere and unite itſelf with the ſteel, ſo as to make one ſound and ſolid body. It is known and admitted that no good ſteel can be made, except from Swediſh iron; it is more natural that that iron ſhould be diſpoſed to join beſt with ſteel; the fact too confirms it. Swediſh iron makes the beſt axe, ſcythe, &c. Ruſſia iron comes next in rank, in point of character and quality, to the Swediſh, and is very fit for nails, &c. which require no junction with ſteel. Iron which is only tough will not join well with ſteel; cold-ſhort Engliſh iron joins better, but as it is too apt to break when cold, is not fit for many tools.

Previous to the war there were very few forges for making anchors in America, and only one in Philadelphia.

No branch of commerce is more intereſting to us than the manufactures of iron; yet we ſuffer them to be clogged with a moſt improper duty for the ſake of a revenue. There are ſcarce any articles on which it would not be more prudently laid; the duty on foreign iron being 2l. 16s. 1 $\frac{4}{20}$ d. per ton, imported in Britiſh-built ſhipping, &c. and 3l. 7s. 1 $\frac{4}{20}$ d. in foreign ſhips, undoubtedly produces conſiderably. In 1781, above 50,000 tons

tons were imported from Ruſſia and Sweden; but the importation yearly from the former of thoſe places, does not exceed 26,000 tons, and from the latter 16,000 tons, on an average of the laſt twelve years. It is a duty, however, which we ſhould ſpare intirely, or allow a drawback on exportation, notwithſtanding this moment of difficulty to our financiers. There ſhould be no duty on raw materials, eſpecially in this caſe. Ruſſia, Germany, and other countries, which have iron without duty, will underſell us in the manufacture of it, eſpecially as ſlitting and rolling mills are now erected in Sweden and Ruſſia. The cheaper the raw materials, the advantage is certainly greater to the manufacturer, and to the country; and for the ſake of Britiſh iron mines, raw materials ſhould not be burthened. Raw materials are better to us in return than gold: they are the parents of many manufactures. As the duty now ſtands, the manufacturer of nails in Ruſſia might afford to ſell them 4l. a ton cheaper than we can; duty 56s. 4d. freight 20s. ſhipping and landing 3s. 8d. Ruſſia makes great quantities for home conſumption, and having now taken off the duty, may ſoon greatly underſell us *.

Miniſters

* As the law now ſtands, the Ruſſians may import into Great Britain, and afterwards export to the American States, ſuch of their wares as are made of wrought

Miniſters can have no ſufficient objection againſt allowing on exportation a drawback of the duties on articles manufactured from foreign iron, unleſs they ſhould think that there will be room for frauds in exporting articles manufactured of Britiſh iron, under the name of foreign; it would be better to allow a drawback, or bounty, equal to the duty on foreign iron, on all iron articles when exported, whether manufactured from foreign or from Britiſh iron, (which will alſo encourage the making of iron in Britain) in like manner as is now allowed upon Britiſh refined ſugar and upon ſilk manufactures exported, in conſideration of the duties actually paid for raw ſugars and ſilk on importation. Allowing the bounty or drawback on exportation, above half the duties will be ſaved, as near 50,000 tons are imported, and only from 15 to 20,000 tons of all kinds are exported manufactured. As to giving up the duty on the part exported, it would be loſt of courſe, if we loſe the export trade, which muſt happen in a ſhort time if our iron manufactures continue to be burthened with duties. If once

wrought iron or ſteel in their dominions, in defiance of the very high duties on importation here, ſuch duties being all drawn back again upon exportation to a foreign country, except a moiety of the old ſubſidy; conſequently, the American States would be on a better footing in this particular than our own colonies, if the law is not altered.

loſt, it will not be eaſily recovered. From 50 to 60,000 tons in pig, and from 15 to 20,000 tons in bar iron, are made in England. The Britiſh iron maker will certainly wiſh to keep the duties as they now are, but our iron mines cannot be an object of ſo much conſequence, and the legiſlature ſhould not riſque the moſt important trade for the ſake of one claſs of men, eſpecially as foreign iron is of a ſuperior quality, and as the practice of making iron by means of coak, inſtead of charcoal, increaſes, the quality of our iron will become worſe. Iron made by coak has hitherto been found to be of a very mean quality, and much of it, of that kind called Redſhort, the meaneſt of all; it loſes near a third of its weight in manufacturing, it flies like pot metal under the ſtroke of the hammer. The quantity of iron made in Britain by means of pit coal, encreaſes very greatly, and will decreaſe importations.

Before the war, vaſt quantities of nails were made of foreign iron, and exported from Glaſgow to the ſouthern provinces of America, and although they coſt 15 per cent. more than nails from Britiſh iron ſent from Briſtol, &c. yet they were always preferred in America, from their ſuperior quality; and therefore if the raw material is not exempted from duty, the many articles made of foreign iron muſt be loſt to this country, as the Britiſh iron cannot be ſubſtituted,

parti-

particularly in making the different ſorts of ſteel, which was formerly an immenſe article of export to America. It was manufactured in Britain from Swediſh iron, and although it continued in bars as formerly, yet no drawback could be allowed.

The coſt of a ton of iron is from 10l. to 10l. 10s.

Duty, freight, charges, and manufacturing, gain to the country from 11l. to 45l.

The total value of a ton of foreign iron, when manufactured in Great Britain, is, according to the kind of manufacture, from 21l. to 56l.

Viz. a ton of iron, when manufactured into

	£.		£.
Rods, is worth -	21	Hoes, axes, &c. -	42
Hoops - - -	22	Anvils - - -	42
Bolts - - - -	24	Tin plates - -	56
Anchors - - -	30	Steel from 24l. to	56
Nails - - - -	35		

From 15 to 20,000 tons are annually manufactured for exportation; the average of which, eſtimated at 28l. per ton, the medium of 11l. and 45l. (the loweſt and higheſt increaſe per ton) produces annually a profit to this country of 484,500l.

Iron imported into Ireland pays 10s. per ton only; iron imported into England pays, as before mentioned, 56s. 4d. There is no drawback in either country upon foreign iron manufactured, but Ireland laid a duty upon manufactured iron exported to the colonies, which, added to the duty

of 10s. per ton paid upon rough iron imported, equalized the charge which Britiſh manufactured iron was computed to carry out with it. It is true, the American States are no longer Britiſh colonies, and therefore Ireland may, without breach of compact, ſend her iron manufactured there, free of duty; this is an additional reaſon for taking off the duties on exportation. Coals, and the means of manufacturing, are however much in favour of England.

We ſhould take off all duties on naval ſtores, and iron is one principal article of naval ſtores. An advantage in return might be expected from Ruſſia, on ſuch articles as ſhe can get as cheap, or cheaper, from other countries. As to woollens, at preſent, we have loſt the cloathing of the Ruſſian army, (except the guards) by abuſes in the manufacture, eſpecially by overſtretching the cloth; the conſequence of which is, ſhrinking extremely when worn. Our treaty of commerce with Ruſſia expires in 1786. May we hope before that time our miniſters will have leiſure, from political ſtruggles, to pay attention to this moſt intereſting buſineſs. Our intercourſe is, and muſt ever be, great with Ruſſia. She has not inhabitants for manufactures; ſhe cannot interfere with us much, in the carrying-trade; her efforts as a maritime power have not, nor can ſucceed; her ports being ſhut ſix or ſeven months in the year by ice, ſhe cannot have many ſailors. The articles we have from her,

her, are moſt neceſſary to us. The trade with her, is more in our favour, than is at firſt imagined. All the articles from Ruſſia, except linens, come unmanufactured; nearly all we ſend in return, are manufactured, even her own iron. If the conduct of the American States ſhould induce us to adopt Ruſſia in their place, and give her products the advantage we allowed to theirs, ſhe can be of infinitely more uſe to us, than they ever were. She will coſt us much leſs. She will pay alſo for what ſhe takes in half the time.

STEEL IN BARS.

Steel is made in very few of the American States. None is made in New York, New Jerſey, or Pennſylvania, and thoſe are the provinces where the greateſt iron works are. A great deal of Engliſh and German ſteel is imported. Lately the ſteel denominated German ſteel, is brought to great perfection in Great Britain. It is made of Argon's iron; all of which is contracted for in Sweden by the Engliſh.

Porcelain and Earthen Ware.

The demand for this article has been great and will increaſe, except for the moſt groſs kind. The importation has been and muſt be from Great Britain, on account both of the quality and price.

Attempts

Attempts to manufacture this article were made at Philadelphia and Boſton, but failed. The coarſer kinds of earthern ware have been made formerly in Georgia, and latterly in South Carolina; but it is as eaſy to carry earthern ware from England, as from the Southern to the Northern States, and the high price of labour in America will give England the advantage. Flint, however, a very neceſſary article for the manufacture of earthern ware of the better kind, is not to be found in any quantity in North America. Eaſt India china is ſometimes cheaper in Holland, than in England. America gets of the coarſe kinds from St. Croix; but the conſumption of china in America is inconſiderable, in compariſon to that of Britiſh earthern ware; and ſince the improvements of the latter, it decreaſes daily.

GLASS.

The importation of looking glaſſes, drinking glaſſes, and other glaſs furniture, though it roſe to a large amount, bore no proportion to the importation and conſumption of window-glaſs.—Except the looking-glaſſes made in Holland, (the quantity of the larger kind which comes from France is trifling) there is no article of glaſs in any part of Europe but the Britiſh, which will anſwer in the American market.—There are glaſs-works in Pennſylvania; bad glaſs is made in New Jerſey

Jerſey for windows; but there is not any quantity of glaſs ware made in America as yet, except bottles, and even of theſe the quantity is trifling. Hitherto theſe manufactures have been carried on there by German workmen; a conſiderable glaſs manufacture at Boſton failed ſeveral years ago. The want of flint in America will be always a great diſadvantage in the manufacture of this article; nor has there been any earth yet diſcovered in America, proper for making the pots uſed in the manufacture of glaſs. What has hitherto been uſed there, at leaſt in the Northern Provinces, for that purpoſe, has been imported from Great Britain. The importation of Engliſh wine glaſſes into France is very conſiderable.

STOCKINGS.

The great conſumption of ſtockings in the American States is of worſted, thread and cotton; that of ſilk will never bear any proportion; the worſted, thread, and cotton have been, and moſt probably will be imported, from Great Britain; Engliſh ſilk ſtockings are preferred, and by proper encouragement might almoſt wholly ſupply America. The beſt Engliſh ſilk ſtockings are now in great requeſt, even in France. A conſiderable quantity of coarſe worſted ſtockings is made in America, and alſo of cotton and thread; however Mr. Otis, who was by no means

diſpoſed

diſpoſed to under rate that country, aſſerted, that there was not wool enough raiſed in all America, to make each perſon in it, one pair of ſtockings.

SHOES.

The importation of men's ſhoes, except into Virginia, Maryland, the Carolinas, and Georgia, was never to any great amount; but of women's it was and muſt continue to be conſiderable, and will be made from Great Britain principally,* until ſome other nation in Europe ſhall learn the art of manufacturing and working leather as well; at preſent, the moſt advanced of them, are far behind the Americans themſelves in that branch. Soles are better in England, becauſe better tanned, and a conſiderable quantity were imported from hence. Beef is killed too young in America to admit of the hides making good ſole leather.—America has not ſtock to afford to tan the leather as in England, where it lies much longer in the tan-pit; and the American tanners to haſten the proceſs uſe too much lime. Upper leather for ſhoes are nearly as good in America as in England. In 1769, 11,303 lbs. of leather, price at the port

* A conſiderable quantity of women's ſhoes are made in Maſſachuſets, particularly at Lynn, ſome for exportation to the Britiſh and foreign Weſt Indies; but the ſtuff, ſuch as callimanco, &c. the binding and lining, come from Britain.

of exportation 9d. per lb. were exported from the colonies to the Britiſh and foreign Weſt Indies.

BUTTONS.

Whilſt Great Britain ſupplies great part of Europe with this article, it cannot be queſtioned from whence the Americans will import it, and this will be one of the laſt manufactures which it will be worth the while of the Americans to attempt.

HATS.

The Americans will be able to manufacture beaver hats for themſelves, which they prefer to foreign ones. Theſe are chiefly of a very fine kind, but from the cloſeneſs of the texture, and perhaps the inexperience of the workmen, they ſeldom retain the dye ſo well as hats made in England; nor are they pleaſant to wear, being rather heavy and ſtiff. The Americans make very few felt hats, nor can they dye them a good black; the high price of wool and of labour in the American States, muſt induce them to import the felt and common hats. Whitehaven, and its neighbourhood, can bring this article to market at a price for which America for centuries will not be able to manufacture it, and as wool is cheaper in Great Britain than on the continent, the Britiſh manufacturers muſt be able to afford this

article cheaper; goats hair and rabbits fur, used in the manufacture of coarse hats, in some countries, are dearer than wool.

Cotton or Manchester Manufactures of all Kinds.

These collectively form a very capital branch of importation in the American States, and, except at Rouen in France, there is no considerable manufactory of them in any other part of Europe. The manufactures at Rouen, though inferior to ours, are good, but they have been hitherto near 20 per cent. dearer than those of Manchester, which has given the latter the preference in the Netherlands, in Holland, in Germany, and most parts of Europe, and must do the same in America. Though labour is cheaper in France, and cotton to be had at the same price, or cheaper, the superior skill and stock of England gives the great advantage.* In the year 1780, when we should suppose our trade was much affected by the war, some of the principal men of Manchester were of opinion, that 10,000 hands more might have been employed in the manufactures of that place, if they could have been found.

* Manchester goods are carried from England into France, and there sold as French manufacture.

HABER-

HABERDASHERY and MILLINERY.

Fine linen tapes, incles and fine thread are beſt from Holland or Flanders; but the common Britiſh tapes are cheapeſt, and alſo all kinds of worſted bindings, garters, coarſe threads and ſewing ſilks. Our ribbands are made of Turkey, Bengal, and China ſilks, and ſome Italian.* England ſends a great quantity of them even to France, and where beauty and good quality are recommendations, Engliſh ribbands have the preference all over Europe. It was remarked in the former editions of this pamphlet, that the common ribbands of France had the advantage, but it appears that the great plenty and cheapneſs of ſilks now brought by our India Company from Bengal, enable the Engliſh manufacturer to vie with France, even in the ordinary article of black ribbands. The India Company puts up at each of their ſales (they have two in a year) about 3,500 bales of China and Bengal ſilks, each bale from 150 to 300 pounds. The importation of Bengal ſilk encreaſes very much in quantity, and is of a very improved quality. The India Company has the merit of having ſent perſons to India to inſtruct the natives in the manner of reeling their ſilk. Every poſſible encouragement ſhould be

* The average annual amount of ribbands manufactured at Coventry, is about 500,000l.

given to the Company to induce them to continue this large import of *raw material*, as conducive to the extenſion of our valuable ſilk manufactures, and other manufactures mixed with ſilk, making London the mart for raw ſilks, and preventing the large annual balance paid to the Italians ſolely for this article. Italian ſilk in general comes organzined, fit for the manufacturer. All ſilk from China and Bengal comes unthrown, which gives a great advantage to our ſilk mills. China ſilk is of a ſuperior quality to Bengal, and is very much uſed in gauzes. France is ſaid to grow about one third of the ſilk ſhe conſumes, and does not export any in a raw ſtate. Spain is ſaid to grow as much as ſhe conſumes, and of an excellent quality. France may be a competitor with us in black modes and ſattins, but at preſent we have a ſuperior art in finiſhing them, as well as fine ribbands, which the French have not hitherto been able to acquire. In Perſians and ſarſenets we have the advantage. Gauzes are cheapeſt and beſt from Britain. As America takes its faſhions from England, millenery goods will go from hence in large quantities, as they have always done. Muſlins, alſo, will come moſt reaſonable from Britain. Mancheſter begins to vie with the Eaſt Indies in that article, and manufactures a large quantity. Pins and needles, and all ſmall wares will come as cheap from Britain as from any country.

Tin in Plates, Lead in Pigs and in Sheets, Copper in Sheets, and wrought into Kitchen and other Utenſils.

The demand for tin in ſheets, to be wrought in America into kitchen furniture and other articles, and of lead in pigs and ſheets, for different purpoſes, uſed to be of conſiderable amount, and will be of ſtill greater in future. Theſe articles can be had from Great Britain only, to any advantage; and though copper may poſſibly be brought in the rough, cheaper from Sweden than from England, or from the copper mines of the country, yet the dearneſs of labour in the American States will lead the importer to purchaſe the article of copper, wanted in America, ready made in Europe, and conſequently, the manufacturers in Great Britain, in that article, muſt have the preference; and the American States have ſo few articles to ſend to Sweden, or indeed to any part of the North, that all the articles from the Baltic may be imported through Great Britain, to greater advantage than directly from thoſe countries, if a drawback ſhould be allowed on ſuch articles on exportation, as are not now entitled thereto. A lead mine was opened by Colonel Chiſwell in the frontier county of Virginia, viz. Auguſta, but not anſwering expectation, the work was laid aſide. Lead mines were likewiſe

likewiſe worked in other parts of America, none of which ever ſucceeded to any extent. It is ſaid, that there are lead mines on the Ohio and Miſſiſſippi, but the heavy expence which will neceſſarily attend the bringing the ore or refined metal to market, will prevent their being worked at leaſt for many ages.

PAINTERS COLOURS.

The dwelling houſes, and other buildings in the American States, (except thoſe in the large towns) are moſtly built of wood, which circumſtance cauſes a large demand for oil, and painters colours. Oil is made, in ſome of the provinces, from the refuſe of the flax-ſeed, taken out in cleaning it for exportation; the quantity is trifling compared to the conſumption, but the articles for colouring muſt be imported. The ingredients, whiting or chalk, and white lead, form at leaſt three-fourths of all paint, and being cheaper in Great Britain than elſewhere, muſt come from thence. Conſiderable quantities of linſeed oil went from Britain to America before the war.

Cordage and Ship Chandlery.

America manufactures a conſiderable quantity of cordage, but imports from Britain at leaſt one half. The cordage made in the Southern provinces is not well manufactured, it ſtretches prodigiouſly.

digiouſly. Ruſſia makes a great deal for exportation, and may become a competitor with us in that article, if we do not take off all the duties on hemp and tar, to enable us to furniſh America cheaper. We import yearly from 15 to 25,000 tons of different ſorts of hemp from Peterſburg in Britiſh ſhips. The Americans will prefer the Britiſh cordage, and the proper aſſortments of ſhip chandlery, cannot be had elſewhere. The Dutch cordage made for exportation is by no means good, being made of inferior hemp and old cables, but that which is made for their own uſe is very good. There was formerly a bounty on cordage; it might be good policy to revive that bounty for a few years, until the American trade is fixed in the old channel.

Jewellery, Plate, and ornamental as well as uſeful Articles of the Sheffield and Birmingham Manufactures, Buckles, Watch-Chains, &c.

Theſe articles will be imported from Great Britain. In France, they are either too coſtly, or too badly deſigned and finiſhed, to ſuit the American taſte; whilſt the Britiſh manufacturers of thoſe articles have ſo far ſucceeded, in uniting the ſolid and uſeful with the ſhowy and elegant, as to have the preference, even in France.

Materials

Materials for Coach-makers, Sadlers, and Upholſterers.

Theſe articles muſt be imported from Great Britain, as well as all ſuch of the articles for houſe furniture, which are not manufactured in the American States. The materials at leaſt will be imported. Upholſtery, in many articles, is too bulky; but all that goes from Europe, will be taken from England.

MEDICINES and DRUGS

Will be imported from Great Britain in preference to any other country, on account of the knowledge which the apothecaries, phyſicians, and ſurgeons in the American States, (who were moſtly natives of Britain or educated there,) have of the method of procuring and preparing them in Great Britain, and from the ſimilarity of the practice of medicine and ſurgery in the two countries. The conſumption of quack medicines before the war was very great in the Southern Colonies, and formed no inconſiderable article of commerce.

INDIAN TRADE.

Goods in general, for the Indian trade, can be had cheapeſt in Great Britain, and are principally

coarſe woollens, cutlery, guns, gunpowder, beads, paints, gartering, ribbands, gorgets, bracelets, and other ſlight ornaments in ſilver, and different metals. The French formerly had this trade, but ſince the loſs of Canada they have entirely diſuſed it, and there would be ſome difficulty in reviving the ſeveral manufactures. A conſiderable part of this trade will go through Weſt Florida for the Chactaw and Upper Creek Indians.

B O O K S.

This is a conſiderable article of exportation to America from Britain, and muſt continue ſo as long as the price of labour is high there, and the language continues the ſame. All ſchool and common books can be ſent cheaper from Britain than they can be printed in America, or ſent from Ireland. New books, for the copy of which a high price is given to the author, may be printed to advantage in America, or may be had cheaper from Ireland. Before the war, Bibles at 20s. per dozen were ſent in immenſe quantities to Boſton, and formed a conſiderable article of commerce. If the Dutch ſhould attempt a competition with us in printing Engliſh books, the duty upon paper ſhould be drawn back on books exported.

In the following Articles there may be competition.

LINENS.

This is an article of much importance to the manufacturing and commercial intereſt of Britain and Ireland, and highly deſerves ſerious attention, as it is likely our future export to America of this extenſive branch of manufacture will greatly depend on the wiſdom of the regulations that may be now eſtabliſhed.

Britiſh linens are imported into America of all prices, from 4s. a yard to the loweſt; but the white linens, which are chiefly uſed for general purpoſes, ſuch as ſhirting, ſheeting, &c. are from 2s. 9d. to 10d. per yard in Great Britain or Ireland. Linens under that price are either brown or whited brown, particularly Oſnaburghs, of which immenſe quantities are uſed for Negroe ſhirts, trowſers, bagging, and all other purpoſes to which coarſe linens are generally applied in a family way. Formerly the planters uſed almoſt intirely the German Oſnaburghs for their ſlaves, until the bounty of 1½d. a yard was given on all Britiſh and Iriſh linens exported to the colonies of the value of 6d. and not exceeding 1s. 6d.

This bounty gave ſo great encouragement to the manufactures of courſe linens in various parts of Britain and Ireland, particularly Scotland, that

that the merchants found they could export the Britiſh Oſnaburghs to full as much advantage as the foreign; and the former being more pliable and much pleaſanter* in the wear, it gained ſo great a perference, that for ſome years before the war, the conſumption of German Oſnaburghs was become inconſiderable, compared with the former demand. Perhaps another reaſon may be given for the preference ſhewn to the Britiſh. The Germans generally whiten their Oſnaburghs a little, and in this operation they uſe lime, which generally tends to injure the linen. The Americans, it is probable, will always give the preference to ſuch of our linens as are uſed in body wear, not only from the effect of habit, having been long accuſtomed to them, but alſo on account of their being better bleached and more neatly prepared for ſale. Beſides, the fine linens of the Low Countries are very apt to cut in the wearing, owing to the thread being twiſted too hard. The drawback, lately allowed on the materials uſed in bleaching, will aid in a conſiderable degree both the linen and cotton manufactures, and particularly threads of all ſorts.

* The maſters would not perhaps pay much attention to the circumſtance of the one kind of Oſnaburghs being pleaſanter than another in clothing their ſlaves, but it muſt be obſerved, that near two thirds of all the coarſe linen worn by the negroes were purchaſed by themſelves, with the money obtained by their own induſtry at their leiſure hours, at leaſt in ſome of the States.

But

But notwithſtanding the large conſumption of Britiſh and Iriſh linens, there were alſo great quantities of foreign linens uſed in America, in particular kinds of which, it is to be apprehended, that, from various cauſes, ſuch as the low price of labour abroad, the raw material being the growth of the country, &c. our manufactures cannot pretend to competition. America cannot be ſupplied with Ruſſia and German linen, as cheap through England as through Holland, on account of duties and other expences here. The Ruſſia competition will only be in ſheeting and drilling, which, before the war, always formed a part of every well aſſorted cargo to America. Of ſheeting, 15,000 pieces were imported in 1782, into England from Ruſſia. If then we ſhould not be able to command the more ſubſtantial advantages of being the manufacturers ourſelves, our next object certainly ought to be, that of endeavouring to ſecure the ſupply of the American market with theſe articles, whereby our own merchants will draw the commercial profits ariſing from being the importers and exporters; we ſhould then partake of the carriage, and American ſhipping would have leſs occaſion for going to other countries. But this deſirable object can only be attained by our removing every expence and duty as much as poſſible. The Britiſh merchant ſhould be permitted to import and ſtore, in the public warehouſes, for exportation, ſuch linens

linens as we cannot ſupply, without making a depoſit of any part of the duties. The bounty granted on Britiſh and Iriſh linens ought to be continued, at leaſt for ſome time. By withdrawing them, we might hazard the loſs of this extenſive branch of our manufactures, we might deprive a very numerous claſs of our induſtrious people of the immediate means of ſupporting themſelves and theirfamilies. The linen manufactures of France are not equal to her own conſumption, which calls for large quantities of linens from the Auſtrian Netherlands, and Germany.

SAIL-CLOTH

Of every kind is imported by the American States. Ruſſia had the advantage in Ruſſia-duck and Raven-duck, but, when charged with the duty on importation here, they were as dear as Britiſh ſail-cloth. Lately, the exportation from hence of Ruſſia ſail-cloth for America has almoſt ceaſed. Ruſſia-duck in England is about 6s. per piece (of 36 yards) dearer than in Holland, ariſing from duties and other expences, which, as far as it will not interfere with our own linen manufactures, ſhould be lowered.

In the Spring of the preſent year, 1783, Ruſſia-duck was ſo ſcarce in England, that near 3l. was given for a piece that formerly ſold from 35s. to 40s.

40s. This occaſioned a great demand for Britiſh ſail-cloth, which has a bounty of 2d. per ell on exportation. A duty of 2l. 1s. 8½d. is payable on importation of 120 ells, or 150 yards of Ruſſia-duck or ſail-cloth, no part of which is drawn back upon exportation, either to any Britiſh colony, or to any other parts whatever. It is conſiderably wider than Engliſh.

The number of pieces of ſail-cloth exported from Peterſburg for five years, was as follows:

	1774,	1775,	1776,	1777,	1778.
Pieces in Eng. ſhips	11580	6757	2659	1505	401
Do. in foreign ſhips	25187	28397	38660	44156	37663
Tot. numb. of pieces	36767	35154	41319	45661	38054

The law that obliged all Britiſh-built ſhips to have the firſt ſet of ſails of Britiſh canvaſs under the penalty of 50l. being now at an end, with regard to the ſhips of the American States, there will be competition for this article. Of late years conſiderable improvements have been made in the various ſpecies of ſail-cloth in Scotland, and the price is conſiderably reduced, in conſequence of the facility with which hemp can be brought from the Baltic, and the low price of labour in the north of Scotland. It will be the intereſt of the Americans to take Britiſh ſail-cloth while the preſent bounty is continued. It is ſaid, the

the Britiſh ſail-cloth is more apt to mildew; but that may be prevented, in a great meaſure, by pickling when new; it is alſo ſaid, that the Ruſſia ſail-cloth is more pliable. France makes ſail-cloth, but it is much dearer and inferior. Some has been made at Philadelphia, but the quantity muſt be trifling.

PAPER and STATIONARY.

Writing paper is cheaper in France and in Flanders, than in Great Britain or Holland; but there is very little to be met with in either of the former countries of a good quality. In Italy the very coarſe kinds of paper are ſtill much cheaper. Holland in general ſells England, but the colour of the paper made in Holland, although tolerably good, yet is not equal, nor is the manufacture ſo perfect as in England. To that of the latter, there is a ſtrong preſumption, a perference will be given by America from the force of habit and long cuſtom, and that a conſiderable quantity of paper and ſtationary will continue to be ſent from England. Coarſe paper for newſpapers, &c. is made in America, but in no proportion to the demand.

L A C E S.

The importation of the better ſorts of Flanders or Bruſſels lace, as it is called, cannot, for a

long time to come, amount to any thing conſiderable. The moſt ordinary and low-priced thread lace, and the black ſilk lace for trimmings, are more immediately in demand in the American States. The thread laces are beſt in Flanders and Britain. Although black ſilk laces may be had on good terms at Barcelona and Marſeilles, conſiderable quantities of the Britiſh manufacture have been imported into America, and it will and muſt ſtill continue to form a part of general cargoes.

Printed Callicoes, and other printed Goods.

Next to woollens, linens and cutlery, this is one of the moſt conſiderable articles imported into the American States, and as there are now large manufactories eſtabliſhed in the Netherlands, in France, in Switzerland, and in many other parts of Europe; the price at which thoſe goods can be afforded in the ſeveral countries, and the credit that may be obtained for them, will determine the Americans in their purchaſes. Britain and Ireland, it is thought, will have the advantage in this branch, eſpecially in callicoes for beds and furniture in fine patterns, diſtinguiſhed by their beauty and neatneſs. The coarſer ſorts manufactured in Switzerland, and ſent down the Rhine at an eaſy charge, as well as thoſe made in the ſouth of France and in Catalonia, from whence Spaniſh

Spaniſh America is chiefly ſupplied, may probably be as cheap, but will not be ſo well liked in North America as Britiſh manufacture. The French have much improved their prints lately, but their paterns do not come up to the Engliſh. France, during the war, had great part of her white cottons for printing from England, but her intercourſe with the Eaſt Indies, now opened, may enable her to ſupply herſelf. The very great number of the laborious poor which is ſupported by means of the introduction, improvement, and extent of the flax and cotton branches, renders them great objects of national concern, and highly deſerving the attention of the legiſlature, that by proper encouragement they may be preſerved to Great Britain, and Ireland.

SILKS.

The importation of ſilk goods of every kind into the American States never was at any time equal in value to one fifth of the callicoes and printed linens, nor is it probable that it will exceed in future that proportion. A ſmall proportion only of the inhabitants of the American States can afford to wear coſtly ſilks. The men wear little, ſome for veſts, breeches and ſtockings, and the women univerſally prefer a chintz, muſlin or callicoe, to a common ſilk. Slight ſilks are, however, likely to become a more general

wear in America; neither France nor any other country will ever engroſs the whole, or even the principal part of that branch of commerce with the American States, but it will be divided between England, France, and Spain; the former muſt have a preference from her ſuperior fabric. France will find a ſhare from her fancy and invention, and Spain may come in for ſome ſhare in return for the fiſh and rice ſhe receives from the American States. Black cravats, ſilk lace, and ſilk handkerchiefs of all kinds, amount to nearly as much as any one article of ſilk conſumed in America. Great quantities of theſe handkerchiefs, and cravats made at Mancheſter and Spital-fields, and cheap, are ſent thither, ſo are the ſilk handkerchiefs of Ireland which are in repute all over Europe. There is a bounty of 3s. per pound weight on the exportation of manufactured ſilks from Britain and Ireland, and if that was encreaſed ſo as to be made equal to the additional duty of late years laid on the importation of organzined ſilks of Italy, it might greatly contribute to the ſecuring to Great Britain the principal part of the trade to America for that valuable branch of manufacture. Light ſhowy ſilks of every kind, may go from France, but the more ſubſtantial and durable from England. A conſiderable quantity of the better ſort of ſilk ſtockings is carried to France from this country; therefore what America wants will probably go from hence. All mixtures of ſilk and cotton,

and

and ſilks and worſted, will come beſt from Manchester and Norwich. Poſſibly ſilk may hereafter be raiſed in America; it is ſaid, it ſucceeded with the French in the Illinois, but it muſt be a long time before it can come up to the firm quality of the Italian and China, or rival the cheapneſs of the Bengal ſilk imported in very large quantities by the Engliſh Eaſt-India Company, (for a more particular account of which, ſee the article Haberdaſhery) and it muſt be ſtill at a more diſtant period that America can, by any means, come up to the perfection to which the European manufactures of ſilk are now brought. Attempts have been made to raiſe raw ſilk in America, and the climate and ſoil to the ſouthward of Maryland is favourable for the cultivation of the mulberry tree. In South Carolina and Georgia, ſome of the deſcendants of the French refugees, encouraged by the high bounty, undertook the raiſing of ſilk, but a ſhort trial ſatisfied them that they could apply their labour to more advantage in raiſing rice, indigo, &c. The greateſt quantity raiſed in any one year, amounted only to 541 lbs. The raiſing of this article will beſt ſucceed in countries which abound with inhabitants, where labour is cheap, but it never can anſwer in America for many ages.

SALT from EUROPE.

This article will ſeldom or never anſwer to form an entire cargoe, except for the fiſheries,

but is profitable as ballaſt. American articles are bulky, thoſe taken in return from Europe are not ſo. Salt will be taken indiſcriminately from France, Great Britain, and wherever ſhips want a ballaſt on their return to America, and the ſalt is to be had. Engliſh ſalt is cheaper than French. Much goes from Liſbon and St. Ubes, and is beſt for beef. The Americans uſed to load annually about fourteen or ſixteen veſſels with pond ſalt at Sal Tortuga. Before the war, large quantities of ſalt went from Liverpool to America, and formed a conſiderable article of commerce, particularly to the Southern Provinces, where it went generally in bags of four buſhels for family uſe, by which a conſiderable quantity of ſacking alſo was uſed.

Tea and Eaſt-India Goods.

The Dutch uſed to purchaſe in China a kind of black tea (of a quality inferior to any we import), which was purchaſed by the lower claſs of people in the Northern States, on account of its being cheaper than that which came through England.

A number of merchants in Boſton, New York, and Philadelphia, were concerned in a clandeſtine trade, either directly from Holland, or by the way of St. Euſtatia. Theſe merchants imported low-priced teas, canvas and certain kinds of Ruſſia and German linens, which, through the relaxed ſtate of the executive powers of the Britiſh government in America, and aided by the

the unpopularity of the revenue laws, they found little difficulty or riſk in introducing through the various harbours, creeks and inlets, with which the northern coaſt of that continent abounds. The Middle and Southern States uſe in common, a finer kind of tea; and as our India Company can afford to ſell this tea on full as good, if not better, terms than the Dutch or any nation in Europe, there is no danger of loſing the American markets.

The Dutch allow no drawback on their teas, on the contrary they are chargeable on exportation with one ſtiver per pound, and alſo one per cent. on their value. In England, a drawback of cuſtoms, at the rate of 27l. 10d. per cent. is allowed on all teas exported either to Ireland or America, which, on an average price of 3s. is within a ſmall fraction of 9¼d. per lb. When America was declared independent, ſhe of courſe became a foreign ſtate, and conſequently not entitled to any drawback on teas; but government wiſely guarded againſt the miſchief which would have happened to the Eaſt-India Company, by iſſuing an order of council permitting the drawback to be continued the ſame as before the war. This prudent meaſure will generally enable us to be competitors, and frequently to command the tea trade to America, in preference either to the Dutch or French market. The Dutch

purchaſe hyſons of a quality much inferior to ours.*

The conſumption of Eaſt-India muſlins, chintzes, and other piece goods, has always been very conſiderable in America. The peculiar advantages of our ſituation in India, will enable us, if our affairs there are prudently conducted, to underſell any other country in theſe articles. Pepper is the greateſt object in the ſpice trade, and this can be had on the beſt terms from us, but the other ſpices we cannot at preſent expect to furniſh to as great advantage as Holland; however, the value of theſe articles, conſumed in America, is not great. The average quantity of cinnamon, annually imported there before the war, amounted to about 1120lb; of cloves 700lb; of nutmegs 3130lb; of mace 520lb. China earthern ware is brought to Europe merely as ballaſt to raiſe the teas above the danger of being wet, and whilſt we continue to be the greateſt importers of the latter, we ſhall always be able to ſend the former to America on the beſt terms. The average export of Eaſt-India goods to America for four years from 1767 to 1770, amounted to the ſum of 211,581l. 15s. 6d.

* The Dutch navigate in moſt reſpects cheaper than us; but ſo ſlow, that in the end there is no great difference. Tea (Bohea) was ſold in Holland, during the Dutch war, from 22 to 36 ſtivers, when in England it was at 2s. 11d. and 3s.

SALT-PETRE and GUNPOWDER

Will be imported cheaper than it can be made in America: from whence cheapeſt, remains to be decided. Eaſt-India ſalt-petre is by far the beſt. The attempts to make it in America failed, the gunpowder was extremely weak and unfit for war—The Americans to deceive their people, frequently filled powder barrels with black ſand, &c. and carried them with their artillery. The manufacture of ſalt-petre was continued for ſome time, ſolely at the requeſt of the Congreſs, merely with a view of making the people believe they could be ſupplied with gunpowder independent of any aſſiſtance from Europe; but as ſoon as we began to relax in blockading the coaſt of America, through the interruption we met with from France, and the demand for our cruizers on other ſervices, the ſalt-petre works were chiefly dropped. There was no manufacture of gunpowder in America before the rebellion, and both ſalt-petre and gunpowder were conſiderable articles of exportation to that country. Salt-petre is uſed in every family for curing meat, but the American ſalt-petre was found to contain a corroſive quality extremely prejudicial.

L A W N S.

The conſumption of this article is greater than that of cambric, and it is a queſtion, whether coarſe

coarſe kinds of it can be had on better terms in Flanders, France, or Britain. Large quantities are made at St. Quintin, and in that part of the continent, and alſo in Scotland; but the finer kinds are run into England from France and Flanders. In America fine long lawns were ſubſtituted where cambricks could not be had.

THREAD.

Great quantities are made in Scotland, Ireland, and England, but there will be a competition with Flanders. The improvements lately made in the manufacture of threads of all kinds, particularly in Scotland, muſt probably ſecure to Great Britain the greateſt part of the demand for this article. During the war, conſiderable quantities went from Britain, to Holland and France, to be from thence ſhipped to America.

HEMP,

Although an article of exportation from America, ſhe does not raiſe a fiftieth part of her conſumption. She formerly got it through England and Holland, from the Baltic; but America has little to ſend to the Baltic, and a cargo for America could not eaſily be made up there. The ſoil of the ſettled colonies was not in general rich enough for hemp; it failed at leaſt from different circumſtances; froſts came on too ſoon in ſome parts,

parts. The bounties given on the exportation of hemp, from America to Britain, had not produced any great effect. Previous to the revolt, 226 tons 2 cwt. 2 qrs. 9lb. were exported to Britain in one year at 30l. per ton, amounting to 6783l. 17s. 5d. ſterling. The report of the Governor of South Carolina, in the year 1765, ſays, the provincial bounty has been paid for 105,000 cwt. of hemp, which not being yet the beſt, is conſumed here, or ſent to Philadelphia and Boſton; but he hopes the next ſummer will produce ſome that will receive the parliamentary bounty. This ſhews the American hemp was of an inferior kind, and explains the reaſon why the European cordage was preferred. America may, in due time, grow ſufficient for her own conſumption. Between the Ohio and the Miſſiſſippi, it is ſaid, there are many thouſand acres of native hemp; but not ſo good as that planted and cultivated. Labour, however, is ſo much cheaper in Ruſſia, that hemp may be ſent to America cheaper than it can be raiſed and dreſſed there, and cordage alſo.

Articles which cannot be ſupplied by Great-Britain to Advantage.

WINE.

The wines conſumed in America are Madeira, (generally an inferior ſort, called New-York wine,

or rather Teneriffe wine, under the name of Madeira,) Liſbon, Fyal, and ſome Sherry; theſe have hitherto compoſed nineteen twentieths of the whole ever conſumed in the American States. The quantity of port and claret has been comparatively inconſiderable. The Americans will now import wines directly from the countries which produce them, and will perhaps uſe more French wines than they did. They could not heretofore get them cheap through Britain, becauſe they left a great part of the duties undrawn back, and wines will be run cheaper through the American States, both to the Weſt Indies and Canada, &c. unleſs all the duties are drawn back on re-exportation from hence. Wine from Madeira, Fyal, &c. is ſubject to a duty of 7l. per ton, which on Madeira wine, amounts to 10 per cent. but owing to the cheapneſs of Fyal wine, the ſame duty amounts to 50 per cent. which ſhould now be altered or taken off, otherwiſe our remaining colonies will be on a worſe footing than the American States, and would be ſupplied through them, who of courſe would be the carriers of that article. *

BRANDIES.

* Attempts to make wine in America have hitherto failed. Some have imputed it partly to the luxuriancy of the vegetation, and partly to the ſudden ſhowers to which the Southern and Middle Colonies are ſubject, and a hot ſun which is apt immediately after to beam out

BRANDIES.

There has never been any great conſumption of brandy in the American States, nor will there be, ſo long as good Weſt-India rum can be had from 1s. 3d. to 2s. per gallon, which was the caſe, and the people preferred it; but the importation of brandy will be from France and Spain. The Northern Colonies will hardly encourage it, as it would interfere with their diſtilleries of molaſſes received in return for their ſupplies to the French iſlands. Spaniſh brandies are not ſo good in quality, but

out at the ſeaſon when the grapes are beginning to ripen, whereby they generally burſt and ſoon decay on the vine. But others ſay the trials have not been fair; that there has been no attempts to plant vineyards, and to make wines, except by private gentlemen for their own conſumption; and that it is not owing either to the rains or heats, that wines are not made for ſale in America, becauſe neither rain nor heat are more prevalent in many of the provinces, than they are in the wine countries; and the reaſon why the people have not attempted to make vineyards is, becauſe the ground with eaſy cultivation produces an immediate profit, and it takes ſix or ſeven years to bring a vineyard to yield any conſiderable profit. The grapes of the moſt parts of Europe grow with very eaſy management, in the middle colonies; very good wines have been made near Philadelphia of the native grape. Perhaps to ingraft the European

are generally conſiderably cheaper than the French; and for this reaſon very large quantities have been known to go ſome years to France, after a ſucceſſion of ſhort vintages, even to the extent of 10, 15, and 20,000 pipes, including what was ſent to Dunkirk and other parts of Flanders, for the uſe of Engliſh ſmugglers: but when the vintage is plentiful in France, the quantity wanted from Spain is ſmall, and ſome years ſcarce any. There is not more brandy made in Portugal than is neceſſary for the conſumption of the country, and to mix with her wines. Some brandies are made in America, from peaches, but it is ſcarce; ſome, not good, is made from apples and malt: but even New-England rum is preferred to American brandies.

GENEVA.

This article is in leſs demand than brandy, and will be imported from Holland: it may ſoon be made in America, being diſtilled from rye. Reduced lands, that no longer will bear wheat or Indian corn, will bear that grain. Gin of conſiderable eſtimation is made at Maidſtone in Kent, but as yet not in ſufficient quantity for exportation.

pean on the native grape might anſwer. But if making a little wine by private gentlemen, is the only proof that America will be a wine country, England might pretend to the ſame.

Sweet

Sweet Oil, Raiſins, Figs, Olives, and other Fruits.

The importation, which is not of a capital amount, will, for the moſt part, be made from Italy, Spain, and Portugal, from whence they were chiefly ſmuggled before the war.

CAMBRICS.

The conſumption of this article in the American States, is not to a conſiderable amount: it will probably encreaſe very much when it can be got cheaper than heretofore, and it may be had on the beſt terms from France and Flanders.

The imports having been thus enumerated and conſidered, it is of great importance to attend to the exports from America to Europe, by which the Americans are to pay for the goods imported. They conſiſt of the following:

The produce of the Whale and Cod Fiſheries, viz. Whale-Oil, Bone, Fins, and Salted Fiſh.

Whale-oil, bone and fins, being enumerated articles, could only be ſent from the American colonies to Great Britain, or ſome other part of the Britiſh dominions. If permitted to be received from the American States on the ſame

ſame terms as formerly, we ſhall encourage a foreign manufacture to the prejudice of one of our own moſt eſſential branches of trade. This fiſhery can be carried on to more advantage from Nova Scotia, St. John's, Canada, and Newfoundland, than from any other place, particularly to Hudſon's Bay and Davis's Straights, where the Americans, before the war broke out, caught a great number of fiſh, which yielded oil and bone. Within the gulph of St. Lawrence, the ſea cow and porpoiſe fiſheries have produced a very conſiderable quantity of oil for ſome years paſt. The whale fiſhery on the American coaſt was ſo much exhauſted before the rebellion, that the New-Englanders went to the coaſts of Africa and Brazil, the Faulkland iſlands, the Weſtern Iſlands, and the coaſt of Ireland; the oil and blubber were carried to America; the latter was manufactured into oil,* and nearly the whole ſent to the Britiſh markets. It is obvious that this trade can be carried on to greater advantage to the above-mentioned places from Britain and Ireland than from America, as a double voyage would be avoided. The whale fiſheries requiring nothing but what our own trade ſupplies, it will be the

* Oil exported in 1770 from America, including Newfoundland, Canada, and Nova Scotia, to Great Britain alone, was 4734 tons, 49 ½ gallons, at 15l. per ton in America, amounts to 71,012l. 16s. 3d. at the place of ſale, at 21l. per ton, 99,418l. 10s. 6d.

greateſt

greateſt abſurdity to allow any foreigners to introduce whale-oil, bone, or fins; it would be a great check to our navigation, and no monopoly is more neceſſary for the benefit of our ſhipping. The American cod fiſhery is an object of great importance, both to the commerce and to the marine of Great Britain. This ſubject comprehends three diſtinct objects: 1ſt, The people employed in taking and curing the fiſh, may, with great propriety, be conſidered as ſo many manufacturers who bring forward a certain commodity or manufacture, which, when perfected, becomes a valuable article of export. 2dly, This trade is certainly a great commercial object, as it gives freight to upwards of 200 ſail of veſſels directly to Europe, chiefly to Spain, Portugal, and Italy, for neither England, France, nor the northern kingdoms of Europe, take any quantity of the American fiſh; and 3dly, the Newfoundland fiſhery is, without doubt, the moſt extenſive nurſery for ſeamen, and thoſe of the very beſt ſort. Fiſheries, coaſting trade, and northern voyages, produce hardy and intrepid ſeamen; African and Indian voyages deſtroy many, and debilitate more. In all the fiſhing veſſels from the Weſt of England, Ireland, the Iſlands of Guernſey and Jerſey,* be-

* The Iſlands of Jerſey and Guernſey ſend a conſiderable number of fiſhing veſſels to Newfoundland, and before the war, carried on a large trade to the eaſtern part of Nova Scotia, and are now engaged in the ſame part, viz. Canſo.

ſides

ſides the ordinary complement of mariners, there are a number of apprentices and hired ſervants employed in taking and curing the fiſh. Theſe apprentices and ſervants, likewiſe, take their tour of the ordinary duty of the ſhip, whereby they ſoon become tolerable ſeamen. Beſides the large veſſels, there are upwards of 2000 boats or ſhallops * employed in catching fiſh on the banks of Newfoundland, the gulph of St. Lawrence, Nova Scotia, &c. Theſe ſmall veſſels ſeldom go any diſtance from the land; they chiefly fiſh along ſhore, and on the adjacent banks. ... each of them is alſo a number of apprentices and hired ſervants, a part of whoſe time is employed on ſhore in erecting ſtages, and in drying and curing the fiſh. In the year 1772, the number of perſons employed in the fiſheries of Newfoundland and our remaining colonies, amounted to about 25,000, including boys,† which are more than double the number that were employed in the trade of the American States, and this is excluſive of the ſeamen employed in the other branches of trade in Canada and Nova Scotia. From this nurſery, upon the breaking out of a war, our navy has ſeldom failed of receiving a large and ſeaſonable

* A ſhallop is about twenty tons, and has ſails faſhioned like the luggers in England.

† Much the greateſt part go from Britain and Ireland every year; about 5000 remain in the country during the winter.

ſupply

ſupply of men, who, by a little attention of the officers, ſoon got acquainted with the duty of large ſhips.

In the year 1772, the total quantity of fiſh caught on the banks of Newfoundland, the coaſts of New England and Nova Scotia, amounted to 857,371 quintals of dried, and 42,227 barrels of pickled fiſh. Of theſe, 451,114 quintals and 555 barrels, were exported from Newfoundland, the coaſt of Labradore,* the gulph of St. Lawrence and Nova Scotia, and 35,447 quintals, and 1136 barrels, were ſent to the Weſt Indies. From the American States in the above year, 105,450 quintals, and 1124 barrels, were exported to Europe; and to the Britiſh and foreign Weſt Indies, 265,360 quintals, and 39,412 barrels. This trade, which has been computed at one third, or near one half of the remittances from the New England States, they will continue to enjoy, in proportion to the neglect or encouragement of our own fiſheries. They will have a conſiderable ſhare of the ſupply of the foreign Weſt-India iſlands. The part which went to the Britiſh Weſt-India iſlands, will now be gained to our own fiſheries, as alſo the whale fins exported to Britain.

* The principal trade to the coaſt of Labradore was from the Old Colonies. So much of the produce of that trade which was not conſumed in the Old Colonies, was exported to Great Britain.

The proceeds of the fiſh ſent in Britiſh and American ſhipping to the European market, amounted, including freight, to about 450,000l. almoſt the whole of which was remitted to Great Britain, except only that part which was expended in the purchaſe of the conſiderable cargoes which were conſtantly ſmuggled into New England, contrary to the prohibitions of the acts of Navigation. The value of the fiſh exported to the Britiſh and foreign Weſt-Indian iſlands, including freight, amounted to upwards of 250,000l. It ought to be obſerved, that the fiſh for the Weſt Indies was not ſent, as it was to Europe, in entire cargoes, but in parcels, along with an aſſortment of other proviſions, lumber, &c. and that above 40,000 quintals of the fiſh, exported from the American States, were not the produce of their own fiſhery, but received from Newfoundland, Nova Scotia, &c. in part of payment of the proviſions, rum, &c. furniſhed to thoſe colonies.

Beſides the advantage in neighbourhood to the fiſheries which the American States had over the ſhipping from Europe, they alſo had, by being poſſeſſed of the greater ſhare of the carrying trade of America to and from the Weſt Indies, a profitable and conſtant employment for their fiſhing veſſels during the winter, whilſt our ſhips were laid up for four or five months in that ſeaſon in the ports of Dartmouth, Poole, &c.

Nova Scotia, and * the iſland of St. John's, eſpecially when they are in a more advanced ſtate of ſettlement than they are at preſent, will fiſh more advantageouſly than the American States, being nearer, and conſequently at much leſs expence, and can take advantage of the firſt of the ſeaſon. They will ſoon be able to ſupply our Weſt-India iſlands amply with fiſh, proviſions, and lumber; and by our preventing the States

* The coaſt round the iſland of St. John's in the gulph of St. Lawrence, abounds with every ſort of fiſh. The ſoil of the iſland is excellent, and capable of great improvement; and in the preſent ſtate of things, is an object highly intereſting to government. No country will afford better paſture for cattle, and proviſions of all kinds may be raiſed in great abundance. There is a ſea-cow fiſhery at the Magdalene iſlands in the vicinity of the coaſt, which if carried on, would turn to good account. This iſland abounds with fine harbours; as to population, it encreaſed, during the four years immediately ſubſequent to its ſeparation from Nova Scotia, as a government, from about 200 to near 3000 inhabitants. The fiſhery here may be more eaſily protected in time of war. The fiſhing grounds are more free from fogs, and there is clear weather on ſhore for curing their fiſh. A reunion of this province with Nova Scotia has been mentioned; it ſeems by no means adviſeable; it would be very harſh to make it depend on Halifax in matters of juriſprudence. No places are ſo fit for commanding the gulph of St. Lawrence as this iſland, and Cape Breton.

from participating in the carrying trade, the fiſhery will be greatly promoted, as the veſſels belonging to our own colonies, employed in that branch, will reap the benefit which formerly gave the people of New England ſo great an advantage, viz. conſtant employment during the winter for their fiſhing veſſels.

There are many places on the coaſts of Nova Scotia,* where, at certain ſeaſons, large quantities

* It will not be eaſy to find, in any treaty that ever was made, a ſtipulation equal to the following; it is part of the 3d article of the Proviſional articles: "The American fiſhermen ſhall have liberty to dry and cure fiſh in any of the unſettled bays, harbours, and creeks of Nova Scotia, Magdalene iſlands, and Labradore, ſo long as the ſame ſhall remain unſettled." It does not appear what purpoſe it could anſwer, but to give up every advantage, or to embroil us hereafter. But moſt fortunately an unexpectedly rapid population will enable government to declare Nova Scotia at leaſt, ſettled. Every creek has now ſome inhabitants, and our ſhips of war ſhould have orders accordingly. France did not intend the American States ſhould have a ſhare of the Newfoundland fiſhery, which, it is ſaid, coming to the knowledge of the American Commiſſioners, they immediately, and without the knowledge of the French miniſters, and contrary to orders from Congreſs, ſuddenly ſigned the Proviſional Articles with our negociator, who, (ignorant of the above circumſtance, although known to many at Paris) had *explained* that

ties of cod are taken in the ports, and the ſalmon fiſhery in that province, and in the gulph of St. Lawrence, on the Canada, Labradore, and Nova Scotia ſhores, is unqueſtionably the beſt in the world. The colonies were accuſtomed, long before the war, to carry on a very extenſive fiſhery at Louiſbourg, and other parts of Nova Scotia, particularly at Spaniſh River and Canſo. From the Maſſachuſetts only, near, if not quite, one hundred ſail of veſſels, from 40 to 60 tons, were employed in this buſineſs. The cuſtom was to fit out, early in the Spring, with proviſions and other ſtores, ſufficient to laſt the ſummer, and in the autumn, when the fiſhing ſeaſon was over, they returned to their homes, with from ſix to 800 quintals of fiſh fit for market, and about one ton of oil for each veſſel.

In the year 1763, about eighty or ninety ſloops were employed from New England in the whale fiſhery, carrying thirteen men each; juſt before the war they increaſed to one hundred and ſixty ſail. The cod fiſhery in 1763, employed about two hundred and fifty ſchooners, carrying each nine

that he was ready to ſign on any terms, and readily gave up the Newfoundland fiſhery. France alſo intended Spain ſhould have had Eaſt Louiſiana. Our negociator, with great liberality, gave up that country which had been conquered from us, but it has not yet appeared that Spain is willing to relinquiſh her right.

men,

men, which were increaſed before the war to more than three hundred ſail. About forty ſail, employed in the mackerel fiſhery in the year 1763, were increaſed to one hundred ſail, carrying from five to ſeven men. The whale veſſels were from ſixty to eighty tons. Cod veſſels from forty to ſeventy tons, and mackerel veſſels from twenty to forty.

It ſhould never be the policy of England to give a particular encouragement to ſedentary fiſheries at the diſtance of 3000 miles, as they interfere ſo much with the fiſheries carried on from the coaſts of Great Britain and Ireland. Experience has ſhewn, that during our wars we never could procure any ſailors from the great nurſery of the American fiſhery, partly indeed from the bad policy of protecting from the preſs, by act of parliament, the American ſailors, thereby exempting them from the public ſervice. Thus the American enjoys all the advantages, while our fiſhermen are ſubject to every inconvenience and burthen.

SPERMACETI CANDLES.

A conſiderable export from the Northern Colonies to ſeveral countries, particularly to the Britiſh and foreign Weſt-India iſlands; but if the whale fiſheries to the Weſtern Iſlands, Africa, Braſil, Faulkland's

Faulkland's iſland, &c. are properly encouraged, this article would be manufactured here cheaper and better than in the American States, and we ſhould underſell them even in the Weſt Indies. It is evident, that much more ſpermaceti has been imported here, than what the trifling amount of duty, viz. 38l. 6s. 4d. (which appears in the Cuſtom-Houſe books of laſt year) conveys an idea of; it will be inquired, whence have the manufactures of candles, in different parts of the kingdom, been ſupplied with this article; that at Hull, in particular, furniſhing in one year more ſpermaceti candles for home conſumption, than the whole of this article entered for three years could have ſupplied. The truth is, that in all importations of white oil from Newfoundland, or from any other of the late colonies in America, there is a mixture of ſpermaceti. Spermaceti being rated as a drug, pays a high duty of 17l. 12s. per ton, when imported from the colonies, which amounts almoſt to a prohibition, and ſeems to be intended as ſuch; and as it requires the greateſt care and attention to aſcertain the quantity in each butt, or caſk of oil, which can be done only by drawing ſamples with a proper inſtrument for that purpoſe, this care and ceremony, it is apprehended, is but too often diſpenſed with, and the whole paſſed as oil, notwithſtanding conſiderable quantities of ſpermaceti are therein, which are afterwards

wards ſold to the manufactories, though only the oil duty has been paid.

		£.	s.	d.
Spermaceti candles exported	295,716 lbs.			
At 1s. 3d. in America -		18,482	5	0
At the place of ſale at 2s. -		29,571	12	0
Of which, to Britain - -	481 lbs.			
Ireland - -	1,250			
South of Europe - -	24,268			
Africa - -	9,564			
Weſt Indies - -	260,153			

FLOUR and WHEAT.

Theſe articles have been of far greater value in the American exportations than the produce of the fiſheries, as appears in the Tables of the Appendix; but excepting the inſtance of three or four years, there never was any market in Europe for the wheat and wheat-flour of America, except in Spain and Portugal, and the ports of the Mediterranean. Before the war, the wheat of Canada began to be in great demand in Barcelona, and other parts of Spain. It keeps much better on the paſſage, and in a hot climate, unmanufactured, than in the ſtate of flour. The Spaniards and Portugueſe gave it the preference on that account, as well as from the advantage they derived from being the manufacturers themſelves; it may, however, be the intereſt of the Canadians to give every encouragement to the erecting of corn mills in their own country, for the ſake of

ſupplying

ſupplying the Weſt Indies, the fiſheries, &c. Portugal wines were taken in return, and ſeemed to be preferred in Canada; between five and 600 tons were annually imported, and between eight and nine tons of Madeira. There was no winter wheat in Canada previous to 1763. In 1774, vaſt quantities of both that and ſummer wheat were exported, not leſs than 500,000 buſhels, with which above 100 veſſels were loaded for Europe, beſides what was ſent in flour and biſcuit to the Weſt Indies and fiſheries, and 100,000 buſhels were left in hand for want of ſhips to export them. In five or ſix years, three or 400 ſail might be employed from Canada in this and other branches. Our Weſt-India iſlands will then be under no neceſſity of drawing ſupplies from the American States, and the importation of their wheat-flour ſhould be prohibited, when the Britiſh iſlands and our remaining colonies can ſupply this article. The merchants of Philadelphia, the capital of the corn country, ſent ſhips to Quebec to load with wheat, from thence to Europe: 40,000 quarters of Canada wheat uſed to be imported to Philadelphia and New York annually, before the revolt. Canada can ſupply the Newfoundland fiſheries with flour and bread. France will not allow, except in times of extraordinary ſcarcity, the American States to ſupply her fiſheries in North America, or her Weſt-India iſlands, with thoſe articles.

French fiſhing ſhips, going out, have nothing elſe to carry, except implements for fiſhery, and ſalt. There has been a great conteſt between the miniſter of France, and the French merchants, &c. The latter inſiſted that the American States ſhould not be permitted to carry flour to their Weſt-India iſlands, and gained their point. The policy is obviouſly good. It is abſurd in any mother country to allow ſtrangers to ſupply their colonies, when every market poſſible ſhould be opened that can encourage agriculture. England ſhould uſe the ſame policy as France to encourage her agriculture, eſpecially as Canada, Nova Scotia, and the American States, are likely to have moſt of the corn trade which England had. In war time, the importation of flour from America has uſually been allowed into the French iſlands; but in peace, it is prohibited both in the Dutch and French ſettlements, thoſe nations knowing the advantage of ſupplying and carrying it themſelves. A foreign veſſel having ten barrels of flour in any of their ports, would be confiſcated. As flour is the principal ſtaple of New York, New Jerſey, and Pennſylvania, and the Britiſh Weſt-India iſlands are now open to receive it in our ſhips, while the French and Dutch ſettlements are ſhut againſt it, it is certain thoſe ſtates will be glad to ſell their flour to any ſhips that may go to take it to our iſlands. Even Maryland and Virginia produce a very large quantity

quantity of wheat. Wheat, however, is not the beſt ſtaple for the American States to depend on, becauſe, in general, the demand in Europe is uncertain. France and Britain will only take it when there is a ſcarcity, and the American States will find other competitors, beſides Canada and Nova Scotia, in the ports of Spain and Portugal. The ſpeculations in grain ruined more traders in America, than every other branch of buſineſs there. The American veſſel ſometimes made its voyage to Spain or Portugal, before ours, from London or the Eaſt Coaſt, got out of the Channel; but veſſels may go from our South Coaſt in a fortnight. The paſſage from America is about five or ſix weeks; freight nearly the ſame from America or London to Spain or Portugal. The American States, however, were more than competitors with us for the wheat trade; they had for ſome years engroſſed nearly the whole of what we had, and it has been computed, upon an average of five years, they had received from Spain and Portugal upwards of 320,000l. per annum for that grain. It is a fortunate circumſtance, ariſing from the independence of America, that the Britiſh iſles will regain, in a conſiderable degree, the ſupply of our Weſt-India iſlands with bread and flour. The average crop of wheat in America, is from 15 to 18 buſhels per acre; weight per buſhel, from 58 to 63 pounds; average price per buſhel, 3s. ſterling. The weevil

has been extremely deſtructive to wheat in America, and in ſome provinces nearly deſtroyed the crop.

PIPE-STAVES and LUMBER in general.

This was a conſiderable article to Spain and to Portugal, and to ſome other parts of Europe, as alſo to Madeira, and the other wine iſlands and countries. Timber for theſe purpoſes is to be found in Canada and Nova Scotia, and the foreſts in thoſe countries have been hitherto almoſt untouched: they will afford, for a long time to come, a moſt plentiful ſupply, whilſt timber has already become ſcarce in moſt of the American States. The lumber of the Southern Colonies is preferred, and is ſold 20 per cent. dearer; it is moſtly for building. It was cuſtomary for all ſhips in the tobacco trade to dennage with barrel and hogſhead ſtaves, and to ſtow as many as poſſible among the hogſheads. Theſe were ſold for the uſe of the herring fiſheries, and for rum puncheons, for the Weſt Indies, which were made in Great Britain during the war, and ſent out filled with different articles from hence.

Paſſamaquaddy and St. John's river, in Nova Scotia, are well furniſhed with white oak fit for ſtaves. The lumber trade has not yet been well eſtabliſhed in that province, only a ſmall capital is neceſſary for it; it may require a little time, but there

there can be no doubt of ſucceſs. The quantities of lumber and ſtaves ſent to all parts, may be ſeen in the Tables of the Appendix.

Naval Stores, viz. Tar, Pitch, and Turpentine.

Being enumerated articles could only be exported to Great Britain, or the Britiſh ſettlements, and were chiefly ſent from North Carolina.

	Barrels.		s.	d.	£.	s.	d.
In 1770, Pitch exported,	15,793	at	7	6	5,917	7	6
Tar ditto,	87,561	at	6	0	26,268	6	0
Turpentine dit.	41,709	at	8	0	16,681	4	0
					£. 48,866	17	6

The above are the prices at the port of exportation.

It does not yet appear that theſe commodities can be made to advantage, or in ſufficient quantities for exportation, but in the ſouthern provinces, where the ſandy poor ſoil towards the ſea, produces the pitch pine in great plenty. Turpentine comes from the ſame part. The pitch pine chiefly abounds in North Carolina, and is found from the Southern Cape of Virginia to Cape Florida, from fifty to one hundred miles in depth along the coaſt. This tree is not found in foreſts, or in quantities, north of Virginia. It is known in Britain by the name of Pineaſter. All pines contain

tain ſome turpentine, and tar may be got from all ſorts of that tree, but not plentifully; the Scotch and ſtone pine is generally excepted. It is extracted even from the branches of the yellow pine; the tree itſelf being too valuable to be turned to ſuch a purpoſe.

Tar and turpentine, before the war, proved conſiderable articles of commerce, and, aſſiſted by the bounty, employed a number of ſhips. Theſe articles, in one point of view, may be conſidered as raw materials for two conſiderable manufactures, carried on before the year 1776, at Hull, for inland conſumption and exportation, to a great extent, and very advantageouſly for the country. Tar was manufactured into pitch, and conſiderable quantities were exported to the Mediterranean and ſouthern countries; by means of the bounty we under ſold the northern countries. Turpentine was made into oil and ſpirit of turpentine; an article of conſiderable conſequence in commerce, and of which there is a great conſumption in preparing painters' colours, varniſhes, &c.

From eighteen to twenty thouſand barrels of tar were imported annually into Hull from America. That town was afterwards ſupplied from Archangel and the Baltick; the quantity, however, much diminiſhed; the export to the Mediterranean was loſt. Before the war, with the help of the bounty, American tar could be afford-

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ed at 11s. per barrel. The price to the conſumer roſe to 35s. on the breaking out of the war. The bounty on tar was near the firſt price, viz. 5s. 6d. and by advantage of the exchange equal to 5s. 9d. Before the American revolt, Ruſſia tar was wholly made in the neighbourhood of Archangel, and was almoſt entirely bought up by the Dutch; it might be put on board from 5s. 6d. to near 6s. ſterling per barrel. The freight amounts to full as much as from North Carolina. The navigation is more dangerous, and upon account of the ice and ſtorms of the northern ſeas, there are only a few months in the ſummer, while the days are long, that the trade is open. The Americans are not confined to the ſummer ſeaſon in their trade from the ſouthern ſtates, and therefore navigate cheaper. The price of Swediſh tar is ſtill higher than that from Archangel; and it was only during the American war, that the ſuperadded demand from Great Britain, and the greater general conſumption in war, raiſed the price of tar in Ruſſia and Sweden, which occaſioned it to be made in many parts of thoſe countries, where it had not been made before, and in much greater quantities in other parts. The war being over, the people of Carolina will be able to return to the making of tar in large quantities; and if they can put it free on board at 5s. per barrel, they may ſtill have the advantage of the Britiſh market for much the greater part of our conſumption of this article. It is apprehended

prehended the Dutch may alſo go to Carolina for tar, and by encreaſing the demand, advance the price. But naval ſtores are now admitted into our ports from the American ſtates, on the ſame terms as from our own Colonies *; and the duty of 12s. the laſt (of twelve barrels) on pitch or tar, from all other places, except the Britiſh dominions, will act as a bounty in favour of this article from the American States. No other bounty, therefore, ſeems neceſſary. If the American tar is of an inferior quality, it is not reaſonable a bounty ſhould be allowed on it, except from dependent colonies. If it were of a ſuperior quality, for the ſake of ſecuring a monopoly to ourſelves, it might be reaſonable to give a bounty. The beſt reaſon for encouraging a trade with the American States for theſe articles, is, that our merchants would procure them in barter for the manufactures of this country. This is a

* But a diſtinction ſhould have been made. The aliens duty ſhould have fallen on theſe articles when imported in American bottoms, as in the caſe with all other nations, and none if imported in Britiſh; and farther to encourage our carrying trade, leſs drawback ſhould be allowed on articles carried in American ſhipping. There is a duty of 11s. per ton more on iron brought from the Baltic in foreign ſhips than in Britiſh built, and of 1s. 9 $\frac{1}{20}$d. more, making in the whole 12s. 10 $\frac{1}{20}$d. when imported in ſuch ſhipping by foreigners.

great

great national advantage; but tar being now a ſtaple article from Ruſſia and Sweden, thoſe countries may conſider a bounty given to an independent ſtate, as a great diſadvantage to their ſubjects; they might, perhaps, in return give other nations an advantage over us in exporting from their dominions, hemp, flax, and iron, which are articles we cannot be well ſupplied with from other countries, and now employ a very great number of Britiſh ſhips, our trade to Ruſſia being almoſt entirely conducted in Britiſh bottoms, and chiefly ſo to Sweden. The poſſibility that tar may be ſupplied by the Loyaliſts lately ſettled in Nova Scotia and from Canada, is alſo an objection to the extending the bounty on it, when coming from the American States. Bounties open channels to frauds. It was good policy to encourage naval ſtores from different parts, leſt a quarrel with the only country from which we had them ſhould diſtreſs us in war. When the bounty was firſt granted, Sweden alone ſupplied us with thoſe articles; but now Denmark, Ruſſia, and the Baltic in general ſupply great quantities.

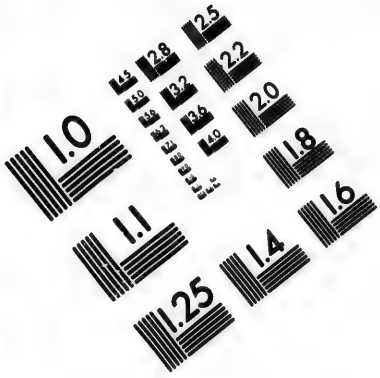
The queſtion as to the ſuperior quality of the Baltic tar over the American, ſeems not perfectly decided. Some rope makers have preferred the former, on account of its being thinner, and more eaſily imbibed by the cordage, and that it is not of ſo hot a nature as the American, and conſequently that the cordage is more durable;

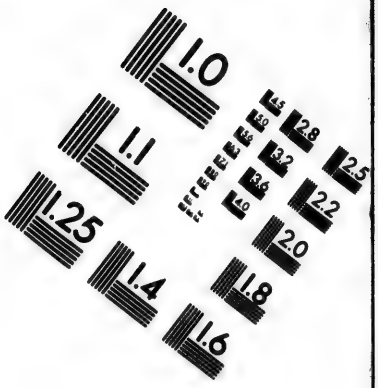
but others now declare, that the American tar was full as good for their uſe as any European, and being thicker, it is preferred for making pitch, and for ſheep tar, and will always ſell higher for that purpoſe.

France principally rivalled America in the article of turpentine, and the duties being much higher upon French or foreign turpentine, a very ſufficient preference is given to the American States. We have chiefly to apprehend that it will bear too high a price in America, which, however, depends on its being made ſparingly, or in large quantities there. A bounty here would not lower the price in America.

On the interruption of the American trade, and the war with France, the price became enormous. Large quantities of turpentine were ſent to Britain from Hamburgh as the growth of Germany, but through the activity and intelligence of Mr. Kerr, who acted then as collector of Hull, the fraud was detected, and during the remainder of the war, many thouſand hogſheads of French turpentine, imported from Hamburgh, paid 11s. 2d. as not coming directly from the place of its growth, (which was prevented by the war) inſtead of 1s. 11d. per hundred weight. There is no turpentine made in Germany, except a ſmall quantity in the diſtant province of Thuringia, which was ſo inconſiderable, it did not get out of the country. There had been attempts formerly

formerly to get turpentine from Ruſſia and Sweden, but the ſamples ſent were of ſo very little value, and ſuch as they were, only to be procured in very ſmall quantities, we were led to conclude that Ruſſia, and other northern countries, were unfavourable to the production of valuable turpentine, and that it required a ſouthern climate; but through the ſpirited endeavours of a merchant of Hull, 702 barrels of turpentine were imported within a few months paſt, into that place, from Archangel. It came to his knowledge, that the Ruſſians were altogether unacquainted with the method of drawing turpentine from the pine tree; that the ſpecimens which they had ſent, were what had oozed through the bark, and had been ſcraped off from the ſides of the tree on the outſide of the bark. It was evident to him, that turpentine ſo obtained, could neither be of good quality, nor in quantity; but he was convinced, that by following a regular proceſs, as practiſed in the countries where it was produced, it muſt be got in abundance, and of good quality. He therefore ſent a perſon to Archangel to inſtruct the Ruſſians in the method practiſed in America. Notwithſtanding the proceſs is very eaſy, there was a great deal of trouble in bringing the Ruſſians to ſet properly about it; but our enterpriſing merchant, to encourage them, advanced the money for the article before it was made. It was in the year 1780 or 1781 the Ruſſians firſt began this buſineſs;





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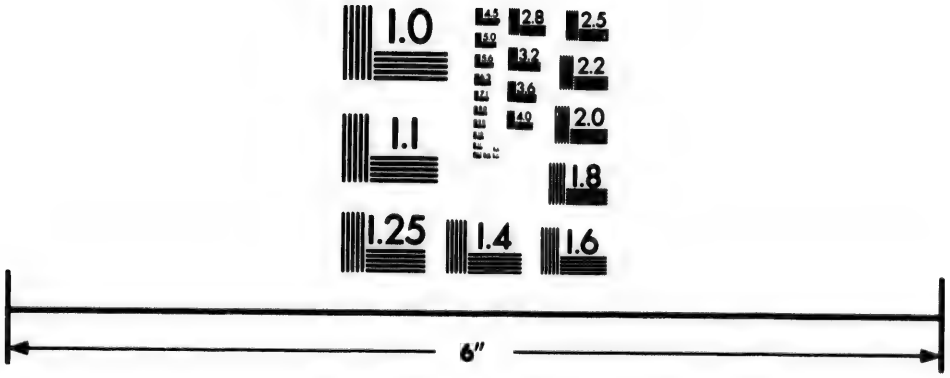

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buſineſs; the 700 barrels above mentioned is the firſt quantity they have been able to export; an equal quantity was left behind through accident. But the Ruſſians being now ſo far initiated into this buſineſs, as to produce 1400 barrels of turpentine in one ſeaſon, from a foreſt in a neighbouring diſtrict to Archangel, and having now found the value of the article, they will continue every year to produce it in much larger quantities, and it will alſo ſpread to other parts of that extenſive country, which ſo greatly abounds with foreſts of pine trees. The Archangel turpentine is, in appearance, more like the American than the French, but ſomewhat inferior in quality, very little of it in a fluid ſtate, in general more or leſs hard; when it becomes hard, the moſt volatile parts have eſcaped, it yields leſs ſpirit, and is therefore of conſiderable leſs value; but as the Ruſſians become better acquainted with makeing turpentine, and in greater quantities, it will be better in quality, and may be afforded at a lower price. This diſcovery would have been extremely profitable to the merchant, if the war had continued. The turpentine, with all charges delivered in the warehouſes here, did not coſt more than 12s. per cwt. which is a low price as the market now ſtands. Ruſſia will, no doubt, reap advantage from this ſpeculation, and probably will much interfere with the American States in this article of commerce. The productions

tions of the former country not being very valuable, and the price of labour low, this will perhaps be as beneficial an article as any that country has.

It is now apparent, that common turpentine is produced from trees growing in the neighbourhood of Archangel, in the latitude of 64 degrees north, and as we know it is abundantly procured in the ſouthern climates, it is evident that whereever the pine trees grows in abundance, there the common turpentine may be made, and there being great foreſts of pine trees in our remaining colonies, it is to be preſumed tar and turpentine may be there produced; but encouragement will be neceſſary, and it is thought a bounty upon the importation of turpentine from thoſe colonies of 2s. 6d. per cwt. for a limited time, would be ſufficient: it is little more than the duty now is; it might have a better effect to grant encouragement by way of bounty, than by taking off the duty, as the value of it would be more eaſily underſtood. A leſs bounty could not have the effect of giving a decided ſuperiority over foreign countries.

Maſts and Spars for the Navy, and for Merchants Ships.

The beſt timber for maſts and ſpars, is not found in North America, ſouth of 41 degrees of latitude; however there is a ſufficiency for home conſump-

conſumption on the eaſtern ſhore of Maryland and in Virginia. Where this ſpecies of timber fails eſſentially, or entirely to the northward, has not been preciſely aſcertained, but it is generally agreed, that north of 48 degrees, no quantity is to be found in any degree of perfection. The maſts and ſpars formerly ſent to Europe from America, were procured in the northern parts of New England, but they have been gradually cut near to water carriage, and are daily becoming more ſcarce and more difficult to be got in the American States, whilſt the foreſts of Nova Scotia and Canada, abounding in timber, remain untouched. The pine timber of the latter province is of much thicker ſap, therefore not ſo good for maſts. All that is near Lake Champlain muſt go down the river St. Laurence.

Thoſe who gave up the territory of Penobſcot, eaſt of Caſco Bay, which was in our poſſeſſion, deſerve the utmoſt degree of cenſure. It is by far the fineſt part of America for the articles now in queſtion; and they have alſo given up a very good fiſhery, fine harbours, and the beſt rivers, along that coaſt; the Americans had very few harbours before that were good. The coaſt abounds with lumber fit for the navy and for private uſes, ſufficient to ſupply Britain for ages; but which may now form the grand reſource of the American States for theſe articles. The white pine which abounds in theſe parts, and

is known in Britain by the name of the Weymouth or New England pine, is by far the beſt for maſts and ſpars, and grows to a prodigious height.

The Peninſula of Nova Scotia, ſo far as has been explored as yet, furniſhes but few maſts of dimenſion fit for the navy; but it is expected the other part of Nova Scotia will furniſh ſome, and good ſpars. Paſſamaquaddy, and eaſt of it, to the river St. John's, is the beſt country we have to look to, for theſe articles: and it ſhould be ſpeedily explored, regulated, and ſecured for the navy.* This is the only harbour that is left us on that ſide of the Bay of Fundy, and luckily it is one of the beſt in the world. It is alſo fit for wet and dry docks, and open at all ſeaſons; but even here the pacificators have confounded the boundary line,† and it requires inſtant attention to prevent

* But the method of reſerving in grants all trees, when they acquire certain dimenſions, for the navy, without allowing any thing for them, is very injudicious; it makes it the intereſt of individuals not to encourage their growth.

† Mr. Barnard, the Governor of Maſſachuſetts Bay, in the year 1764, cauſed a ſurvey of the Bay of Paſſamaquaddy to be made by one Jones, who to the river, called by the ſavages Schoodick, gave the name of St. Croix; and on the weſtern ſide of this river, between it and Capſcook, Mr. Barnard propoſed making grants, as being within his government.

The

vent the States from fixing their ſettlements, and taking

The next year, Mr. Wilmot, the Governor of Nova Scotia, ſent the chief land ſurveyor of the province to make a ſurvey of that bay, when, upon enquiry of the oldeſt inhabitants, French and Indians, it was found there were three rivers called St. Croix, emptying into the bay, that the river called by the ſavages Capſcook, was moſt anciently called by the French St. Croix; and on examining into the original grant of Nova Scotia, it appeared that the grant made by King Charles the Second to his brother, the Duke of York, his territory was bounded by this river St. Croix to the eaſtward, and by the river Kennibeck to the weſtward, and this tract was afterwards conſidered as an appendage to the province of Maſſachuſetts Bay. It has by ſome been called the province of Sagadahook. Governor Barnard, under this idea, in 1765, applied to and obtained from the Governor of Nova Scotia, a grant of a tract of one hundred thouſand acres for himſelf and aſſociates, Thomas Pownal, John Mitchell, Thomas Thorton, and Richard Jackſon, beginning two leagues above the falls or tide rapids of St. Croix, and running from thence north on the meridian line, or north 14 degrees eaſt of it, by the magnet 17 miles. Thence ſouth 76 degrees eaſt till it meets with the weſtern branch of Schoodick, and is thence bounded by the ſaid river Schoodick, and by the bay round into Capſcook river, through the falls, to the bound firſt mentioned, together with the iſland called Mooſe Iſland, and the iſland called St. Croix, containing 100,000 acres; and the remainder of the principal iſlands in that bay were the ſame year granted by the Governor of

taking poſſeſſion to our diſadvantage.* The proviſional articles make the river St. Croix the boundary. There are three rivers of the ſame name, and although not very far diſtant from each other, it is very eſſential which ſhall be the boundary, on account of the above-mentioned harbour of Paſſamaquaddy, and the territory adjoining.

The interior parts of Cape Breton have maſts fit for the lower claſſes of ſhips of the navy, meaning ſingle deck ſhips. It has alſo plenty of very good oak. Britain has its beſt maſts principally from the

of Nova Scotia. Theſe ſurveys have been all ſent home, and the reſpective Governors' commiſſions ever ſince were underſtood to include thoſe grants within the government of Nova Scotia.

* It may happen that the inhabitants of this diſtrict, who have not acknowledged themſelves to be an appendage to Maſſachuſetts Bay, will not now ſubmit to their government, and burthen themſelves with their heavy taxes, when, by throwing themſelves under our protection, and becoming a part of the Britiſh empire, they will not only be freed from all burthens, but enjoy many and great advantages they could not otherwiſe have, and certainly they have as good a right to chuſe their ſyſtem of government, as any of the ſtates; and may it not be preſumed this country will not be relinquiſhed until the American States have performed the ſeveral articles of the treaty on their part.

Baltic.* Large maſts for merchants ſhips, of the yellow pine, may be had in the Southern States.

The white and the yellow are of a very ſuperior quality to the other pines. Theſe trees do not grow in extenſive tracts, but are interſperſed amongſt the foreſt trees; they are of a fine grain, and are uſed for houſe and ſhip building, and all the other purpoſes to which pine is applied, either in ſquare pieces, or when ſawed into boards and planks. The yellow is rather of a cloſer grain than the white, and being more reſinous is heavier, and therefore, although more durable, not ſo fit for maſts, and eſpecially ſpars, &c. it is much inferior to the white pine of New

* American maſts are much inferior to thoſe which come from Riga, and the Empreſs has lately allowed maſts to be cut down on the eſtates of the nobles, and exported from Peterſburg; but the largeſt and beſt come from Turky and Poland; their grain is much cloſer. A maſt from theſe countries, of 22 inches, is equal to an American maſt of 24 inches. They may be choſen from the woods at ten dollars, or about 50s. each; the carriage coſts 100 dollars. They are carried againſt the ſtream of the Dniper to the head, and over land above 30 miles to the head of the river Duna. There is a heavy duty at Riga. In time of war the freight is very extravagant; and the largeſt maſts, when they arrive in England, will coſt from two to three or four hundred pounds. The largeſt maſts uſed for the navy are 36 inches diameter. They come from America, but large maſts, made of ſeveral pieces, are now preferred.

Hampſhire,

Hampſhire, the province of Main, and Saggahadock, for thoſe purpoſes.

Maſts exported from America in 1769, with the value at the place of exportation.

To Britain, 1496 tons of maſts, at 5l. per ton.
To ditto, 113 maſts, at 3l. each.
To Ireland, 12 ditto, at ditto.
To Africa, 16 ditto, at ditto.
To the Britiſh and foreign Weſt Indies, 56 ditto at ditto.
To Britain, 229 tons of bowſprits, at 20s. ditto.
To ditto, 10 N° of ditto, at 20s. ditto.
To Ireland, 12 tons of ditto, at ditto.
To the Britiſh and foreign Weſt Indies, 10 ditto, at ditto each.
Beſides of yards, &c. to Britain, 345 tons and 65 in number, at 20s. ditto.

In the year 1763, the contractor paid in New England for a maſt of 33 inches 75l. ſterling, and ſo in proportion down to a maſt of 24 inches, for which he paid 11l. In 1769 they were contracted for 20 per cent. cheaper.

Ships built for Sale, or the taking of Freight.

The buſineſs of building ſhips for ſale, in Great Britain, or the taking of freights there, or in the Weſt Indies, was both conſiderable and profitable. American-built ſhips have not hitherto

been in demand in any part of Europe, except in Great Britain and Ireland; nor have they, but in few inſtances, ever obtained freights elſewhere, than in thoſe kingdoms, and in the Britiſh Weſt Indies. New England ſhips for ſale, are not ſubſtantial or well built, or ſo durable as the Britiſh; partly ariſing from the timber not being ſo laſting, and partly from its not being ſo well ſeaſoned.*

An account of the number and tonnage of veſſels built in the ſeveral provinces under mentioned, during the year 1769.

Provinces.	Topſails.	Sloops and Schooners.	Tonnage.
Newfoundland		1	30
Canada		2	60
Nova Scotia		3	110
New Hampſhire	16	29	2452
Maſſachuſetts	40	97	8013
Rhode Iſland	8	31	1428
Carried forward	64	163	12093

* In the ſouthern provinces good ſhip-plank is made of the yellow pine: if kept from the worms, it will laſt many years. A ſhip built in South Carolina, the timber live oak, the plank yellow pine, at the end of thirteen years, the latter was good. The live oak is the hardeſt wood that is known; it muſt be put into water many months before it can be uſed for ſhip-timber, but it is excellent for the purpoſe. It is too hard and too ſhort to be wrought into ſhip planks. The quantity of it is but ſmall.

Connecticut

Provinces.	Topſails.	Sloops and Schooners.	Tonnage.
Brought over	64	163	12093
Connecticut	7	43	1542
New York	5	14	955
Jerſeys	1	3	83
Pennſylvania	14	8	1469
Maryland	9	11	1344
Virginia	6	21	1269
North Carolina	3	9	607
South Carolina	4	8	789
Georgia	0	2	50
Eaſt Florida	0	0	0
Weſt Florida	1	0	80
Bahama	0	4	42
Bermuda	1	47	1047
Total	115	338	21370

N. B. The tonnage above mentioned are regiſtered tons; but one fifth ought to be added, in order to know the real tonnage.

Cuſtom Houſe, Boſton,
May 11, 1771.

THOMAS IRVIN,

Inſpector General of Imports and Exports of North America, and Regiſter of Shipping.

It is evident that this trade can never take place any where on the Continent to the north of France. France will not ſuffer America to ſupply her with ſhips. If no other nation will receive the American ſhips as a merchandize, ſurely Great Britain

Britain ought not, whoſe very exiſtence depends upon her navy, which navy depends as much on her ſhip-carpenters, as on her ſailors. Of all manufactures ſhip building is the moſt advantageous and neceſſary for Great Britain to encourage and preſerve, and the firſt coſt is of leſs conſequence as the ſhips are not for foreign ſale, and the money is ſpent among ourſelves. Britain cannot take American ſhipping without ruining her own. The navigation laws forbid it. She muſt conſider them as foreign-built ſhips. The encouragement that there will now be for ſhipbuilding in Nova Scotia, St. John's, and Canada, for the coaſting trade and fiſheries, will draw ſhipwrights thither, and ſailors from New England, and will raiſe many in our remaining colonies, and thoſe provinces will become a conſiderable nurſery for ſeamen. Ships may be built in Nova Scotia to as much advantage as in New England, and as good. But the utmoſt encouragement ſhould be given to Britiſh ſhip building. If ſhip building is encouraged in America, it will be ruinous to this country; and even the purchaſer, although the ſhips may be cheaper in the firſt inſtance, will have no great advantage in the end. The cheapneſs of American ſhipping aroſe from their being ill found, for cordage, iron work, and ſail cloth of equal quality, are 15 per cent. and ſhip chandlery 25 per cent. dearer in America than in Britain. In New England, the oak when uſed green, which

is

is generally the caſe, rots in five or ſix years. Price per ton 18s. Oak plank 5l. per 1000 feet. Little iron is uſed in ſhips built for ſale. In the Northern States, the price per ton to build and equip, was about 9l. 10s. Veſſels built in Virginia were more eſteemed, and coſt per ton building and timber 4l. Total building and equipping from 8l. to 8l. 10s. The ſhipping of the Southern Provinces, the timber being live oak, coſt per ton 5l. 10s. and from 4l. 10s. to 5l. more for equipping. The ſhipwrights and caulkers had from 2s. 6d. to 4s. 6d. per day wages. Shipping was built in America on Britiſh credit, the workmen were obliged to take the greateſt part of their payments in goods; it anſwered to our merchants to take the ſhipping, ſuch as it was, in return. The ſhipping built for ſale was greatly inferior to that built by order.

America had robbed us, at leaſt for a time, of a corn trade, that ſome time ago brought in to us as much as any article of export; and ſhe was rapidly robbing us of the ſhip-building buſineſs, which an extraordinary event, the independence of the American States, has, in this caſe, fortunately again thrown into our power, if we do not moſt ſtrangely neglect and ſacrifice it, with this circumſtance, that no other trade or reſource can make amends for the loſs of a command of ſhipwrights and ſeamen. It is not the intereſt of Britain to encourage our remaining colonies to build ſhip-

ping exceeding fifty or ſixty tons; and we ſhould not encourage their fiſhermen to the prejudice of thoſe of Poole, and other towns in the weſt of England trading to Newfoundland. A nurſery of ſailors is uſeleſs, unleſs we can get them when moſt wanted. The colony ſailors were formerly of little more ſervice to Britain than the Dutch. If encouragement be given for the erecting ſaw mills, and preparing lumber, and a bounty be allowed on the importation of oak timber and planks from our colonies in Britiſh-built ſhips, the buſineſs of ſhip building may be carried on with great advantage in Britain, and our artificers will be kept at home. At leaſt the retaining the privilege of building our ſhips, will prevent an emigration of uſeful and ingenious men. The Americans were rapidly engroſſing the carrying trade, and conſidering our ſituation and circumſtances, we had comparatively little of it. In 1775, about eighty years after laying the foundation of the firſt houſe at Philadelphia, 1150 veſſels ſailed from that port. This proves a great number, although there is much deception in returns of this kind, as the ſame ſhip may have ſailed ſeveral times from the ſame port in the ſame year.

TOBACCO.

This being the principal article of American commerce, deſerves much attention from government.

ment. It was exported from Virginia, Maryland, North Carolina, ſome from South Carolina, and a very little from Georgia, to Great Britain chiefly,* where the hogſheads ſuitable for different markets were pitched upon, and re-exported unmanufactured, except a quantity not very conſiderable. The exportation being now free to every part, it remains to be determined by experience, whether it be more advantageous to tranſport it to every country where it is conſumed, or to carry it firſt to one general market to meet the purchaſer, and to be ſorted for the different markets. This buſineſs is underſtood in Great Britain only, and to encourage America to make this country the general market, the tobacco ſhould be permitted to be put into the King's warehouſes, and there only, without paying any duty, a bond being only given by the importer to pay the duty for ſuch part as ſhould be ſold for home conſumption; what is exported ſhould go out free of all duty. It will be ſent in large quantities in return, or payment for our manufactures, and we can afford to give the beſt price in this manner, by taking it in return. Before the war, it was imported on a double bond, and the merchant, on paying down three farthings a pound weight, took it into his own poſſeſſion, and had eighteen months

* In 1769, 4561 lbs. were exported from America to Africa, and 104,193 lbs. to the Weſt Indies.

to export it, or pay the duty, then near 7d. per pound. Since the war, new regulations have been made, and the duty has been encreaſed from the above ſum to near 1s. 4d. a pound, when imported from the place of its growth, and to 1s. 5d. when imported from any place not of its growth, from which it can be legally brought; and the tobacco is locked up by the officers of the cuſtoms till the duty is paid, or an entry made for exportation.

By a late order of the King and Council, every importer of tobacco depoſiting tobacco in the King's ſtores, was to pay one penny per pound, by way of pledge or depoſit, to make a part of the duty if uſed for inland ſale, or to be drawn back if exported: this meaſure certainly will operate ſtrongly againſt making Great Britain an entrepot for tobacco, becauſe it ſubjects the importer to an advance of 50 per cent. on the value, without any benefit whatever to government, and on the ſuppoſition that two-thirds of the tobacco of America would center in Britain, to be aſſorted for other markets, it would divert from the capitals of the merchants 200,000l. to lye dead in the cuſtom-houſe, which might otherwiſe be uſefully employed in the trade. This reſtriction, while Dunkirk is open as a free port, and Holland lays only a duty of about 3 ½ per cent. will, if not ſpeedily altered, divert the carrying trade of tobacco to thoſe ports, by way of depoſit.

depoſit. It is the worſt policy to throw the Americans into new tracts. If they are encouraged, by equal advantages, to bring their tobacco to Britain to be picked out here, ſhips will conſequently load from Britain in return, inſtead of Holland and Dunkirk. The tobacco will be left to pay for the goods, or to form a fund of credit, which will attach and rivet the trade to this country.

The idea of obliging a merchant to advance 4l. for liberty to ſtore a hogſhead of tobacco, which coſts only eight or nine pounds, appears too abſurd not to claim the immediate attention of his Majeſty's miniſters.* They cannot too ſoon hold out ſuch proper encouragement as ſhall ſecure to this country the advantages pointed out in the tobacco trade; nor can any argument be drawn from want of ſecurity on the part of government, when it is propoſed to lock up the article, and not to deliver out any tobacco for inland conſumption, till the full duties are paid, which have been from 63 to 66l. on a hogſhead of tobacco, which coſts from eight to ten pounds ſterling. The firſt price is from 1 ½ d. to 2 ¼ d. per pound,

* Since the former edition of this pamphlet, the difficulty complained of has been removed by a ſubſequent proclamation. This ready-money duty is converted into a bondable duty, and the importer is allowed to give his own ſecurity for it, along with the other duties, payable in fifteen months from the entry.

ſeldom lower; duty in England 1s. 4d. In France, tobacco is monopolized by the farmers-general, and it can be bought wholeſale only by them. America will not afford her tobacco ſo cheap to France, as the latter got it through Britiſh contractors before the war.* France will be much diſappointed: The cultivation of tobacco has been greatly interrupted; it will never be ſo great as it has been; it will not be eaſily recovered until the ſlave trade be revived, and that will require more credit from the Engliſh merchant than the American planter is likely to have. There has, and will be a conſiderable emigration from the tobacco country. The lands wear out. Better land beyond the mountains may be got very cheap, and free from taxes. Other kind of farming is preferred. Poſſibly, however, as the cultivation decreaſes in Virginia and Maryland, it will be taken up to the ſouthward in a greater degree than at preſent. The conſumption of tobacco in Britain and Ireland was about 20,000 hogſheads, near 2000 of which are ſuppoſed to

* And the manner of treating the tobacco ſhips that came to France from America, ſince the peace, will by no means encourage them to go there again. They were induced to land their tobacco under expectation of ſuch terms as they pleaſed; the farmers-general, however, offered ſuch price as they thought proper, much below the value, and the Americans were not permitted to reſhip the tobacco.

have

have been ſmuggled. Britain imported the five or ſix years before the war, between 90,000 and 100,000 hogſheads; * a good deal of tobacco was manufactured into Carots and ſent from London to Germany and Flanders, and lately to Quebec.

* In the year 1775, 55,965,463lbs. of tobacco were imported into England, and 33,769,986lbs. were re-exported. The ſame year 45,863,154lbs. of tobacco were imported into Scotland, and 30,324,301lbs. were re-exported. Very nearly, or the whole of the tobacco trade, carried on in Scotland, was at Glaſgow, and wanted only a fifth of being equal to the whole import into the reſt of the iſland. Glaſgow had, in a great meaſure, commanded the tobacco trade; her merchants had their factors in Virginia; the planters were deeply in debt to the merchants of Glaſgow, and if the latter had not fortunately had a large ſtock in hand when the war broke out, (the value of which roſe extremely) they muſt have been ruined. It has been ſaid, that the great debt of the planters to Britain was no ſmall motive towards the quarrel.

The value of tobacco at 2d. 2 ¼ d. and 2 ½ d. per pound, exported from North America in the year 1770, amounted to 906,637l. 18s. 1 ½ d. The quantity imported into Great Britain, and from thence exported to all parts, diſtinguiſhing the ſeveral countries, and the quantity ſent to each place, may be found in the Tables of the Appendix. The exportation from hence was in Britiſh veſſels, employing a great number of ſmall ſhips, and raiſing many ſeamen for the navy.

Large quantities of ſnuff were likewiſe ſent to America, particularly to Boſton, but the principal part of the tobacco exported, was unmanufactured. France is ſuppoſed to conſume from 20 to 24,000 hogſheads, about 19 or 20,000 of late came from America.

The uſe of tobacco has declined in England and America. One thouſand tons of tobacco was exported laſt year from Peterſburg, and about 500 tons from Riga and other parts of Ruſſia; it chiefly went to Lubeck and Holland; a conſiderable part was returned manufactured. A large quantity, (the growth of the Ukraine) during the war, went to France through Holland, &c. Ruſſia ſupplied herſelf, but the conſumption is not very great there. Hamburgh had tobacco, for common uſe, from Germany, and ſome from England. A conſiderable quantity is raiſed in Brandenburgh, on the Rhine, in the Palatinate, Flanders, and Holland. Flanders grows more tobacco than ſhe conſumes. Tobacco has lately been raiſed in the county of Cork in Ireland, to the amount of 40l. per acre. America, during peace, may ſupply better than Europe; whether cheaper, remains to be ſeen. Labour is lower in Europe, manure more plentiful, and freight will be leſs. European tobacco is not in general ſo ſtrong nor ſo high flavoured as American, which may ariſe partly from the ſoil, and partly from the manner of curing it. It certainly would be much

better

better than it is, under proper cultivation and management. In America, tobacco is dried in a houſe; in Europe, in general, the flavour is exhaled by drying in the ſun. At leaſt a ſufficient quantity might be raiſed in Europe, though perhaps not of the beſt quality; or if we cannot have an advantageous trade for tobacco with America, we may encourage the growth round our factories in Africa. The ſuperior ſoil, and low price of labour there, will give great advantage. It will, in ſome degree, civiliſe the natives, and encreaſe the demand for our manufactures there. The lands at St. Vincents and Dominica, and the inland parts of Jamaica, not proper for the culture of ſugar, are capable of producing as much tobacco as could poſſibly be made an article of home conſumption, or foreign trade.

While the drawback remains on the preſent footing, there muſt be a conſiderable loſs to the revenue by the manufacture of tobacco. Much water is uſed in it; the weight is encreaſed in the manufacturing, and by that means much more is payed as drawback on exportation, than the import duty on the leaf.* The preſent duty on

* An arbitrary reduction on that account, made at the ſcale according to the judgment of the ſhipping officer, from 10 to 25 per cent. has induced the manufacturers lately to dry it in kilns erected for that purpoſe, and to tender it for exportation now in a proper dry ſtate.

tobacco being above five times the value, until it is raiſed by exciſe, the temptation to ſmuggle it will be very great.

INDIGO.

None of the American States, except the Carolinas and Georgia, produce this article; and it is of a quality infinitely inferior to the Spaniſh, Portugueſe, or French. Even the indigo raiſed on the Miſſiſſippi, is from 20 to 25 per cent. ſuperior to that of Carolina, and the quantity produced per acre near double. The cold ſeaſon comes on too early in Carolina to raiſe indigo to as great advantage; it is ſeldom cut above two or three times there; whereas on the Miſſiſſippi, the planters begin to cut early in July, and continue till December. The cultivation of indigo has greatly encreaſed within the laſt fifteen years in all the European ſettlements in America; in South Carolina it has been nearly doubled. In the year 1776, the produce of indigo, upon the Miſſiſſippi, had encreaſed in two years from 75,000 to 250,000 lb. The planters, in the foreign colonies, have been greatly encouraged to extend the culture of this article, ſince the trade of Carolina and Georgia has been ſhut up, and as the quality is much ſuperior to that of Carolina, it is probable the cultivation will be continued; if ſo, we have nothing to apprehend from

from not allowing a bounty on indigo from the American States. From the latter a great quantity was ſent to England, and muſt be taken in return for goods. The indigo of the Carolinas and Georgia will anſwer only in the northern parts of Europe, including Great Britain and Ireland; the quantity of it, however, that goes to the Baltic is trifling. The Spaniards raiſe great quantities of indigo in South America, particularly in the province of Guatimala, where indigo of the firſt quality is cultivated. The quantity of indigo raiſed in the Portugueſe ſettlements encreaſes very faſt, and if we may judge by the price, viz. 14s. per pound, it is better than any ever yet ſent to market. The French alſo raiſe a large quantity in their Weſt-India iſlands, which is much better than the indigo of the American States.

Indigo, by the migration of the Georgians and Carolineans to Jamaica, is found to ſucceed ſo well there, that they have prayed the bounty, formerly given on indigo raiſed in thoſe provinces, may be diſcontinued. Upwards of ten thouſand ſlaves, belonging to the Loyaliſts, were removed from Georgia and Carolina to the Weſt Indies. In order to get immediate ſubſiſtance for them in Jamaica, their maſters at firſt let them out for hire, to be employed in the public works then carrying on for the defence of the iſlands; but that buſineſs being over, they are

now employed in cultivating indigo, and there is the faireſt proſpect of ſucceſs, the climate being much better calculated for the raiſing indigo of a good quality, than the Carolinas. Jamaica, Dominica, and St. Vincents, might, in time, very well ſupply all our demands. Tobago raiſes a conſiderable quantity of indigo. If we may judge from analogy, the Eaſt Indies muſt produce the beſt indigo; but the European ſettlements in America, and the American States, produce more than there is a demand for. The quantity imported in 1781 into England from India was 24,317lbs. and in 1782, 25,575lbs.

Indigo exported in 1769 from America to Britain, and to no other place, 423,563 lbs. at 4s. 6d. 95,301 l. 13s. 6d.

RICE.

No part of the American States produces this article, but the Carolinas and Georgia. Spain and Portugal took a conſiderable quantity, but the great conſumption of American rice is in the northern parts of Europe. All that went thither was firſt landed in Great Britain, and left a duty of 7d. ½ per cwt. that duty is now taken off, very properly, by an order of Council, and American rice will ſtill come here in order to have a choice of the foreign markets, as they cannot know in America to what port in Holland or Germany

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it will be beſt to ſend it; but the Britiſh merchants, by their correſpondence with the ſeveral parts of Europe, are well informed of the ſtate of all the markets, and can judge how to diſtribute it to the beſt advantage. It is not long ſince that the Portugueſe turned their thoughts to the growth of rice in the Braſils; ſuch quantities are already raiſed there, that they have very little occaſion for any from the American States, from whence (before the war) they imported annually 30,000 barrels.

A ſhip lately arrived at Liſbon from South Carolina, laden with rice, the demand was ſo little for that article there, that it would have been at a much better market if it had come to England. In a very few years the Braſils* will be able, not only to ſupply the Portugueſe conſumption, but alſo other parts of the world; and the rice is of a quality much ſuperior to that raiſed in Carolina or Georgia. Rice of a better grain is produced in Africa, and may be to any extent. There ſhould be a ſmall difference of duty on rice imported in other than Britiſh ſhipping.

Rice exported to Britain in 1769, 79,831 barrels.
Ditto to South of Europe, 32,296½ ditto.
Ditto to Africa, 148 ditto.

* Since the former edition, Portugal has prohibited the importation of rice from North America.

Rice exported to the Weſt Indies, 22,193 barrels, and 53 bags.

Total exported from America, 134,468 barrels, and 53 bags, at 2l. 5s. per barrel, and 20s. per bag, 302,607l. 2s. 6d.

This greatly exceeds any article of export from America, except tobacco, and wheat, including bread and flour, as may be ſeen in the Tables of the Appendix.

FURS and PELTRY.

Previous to the reduction of Canada, the exportation of furs was very conſiderable from the American States; but ſince 1763, it has been of no great conſequence, except deer ſkins. Theſe were exported to a very conſiderable amount from the ſouthern provinces, and as we have ceded Florida to Spain, this trade is entirely given up, and deer ſkins muſt be had from the American States, Canada not being able to furniſh a ſufficient ſupply. Canada cannot now command the fur trade as before the peace. The principal Indian country has wantonly been ceded to the American States, the command of the water communication by the great lakes is given up, with the upper poſts and carrying places, and ſome of thoſe forts which remain to us, are uſeleſs. The Indians have long been uſed to reſort to thoſe poſts, and will not eaſily change. Our ſide of Niagara is ſo mountainous, that it cannot have a carrying

carrying place; it is the moſt important paſs in America. Merchants' houſes have been forming laſt ſummer for the purpoſe of carrying on the Indian trade by the Hudſon, Mohawk, and Oneyda rivers, from Albany to Fort Stanwix: at Schenecdady, there is a carrying place of twelve miles, the road very good; from the Mohawk river to the Oneyda river, which runs into Lake Ontario, the carrying place is only one mile. The treaty declaring the center of the river of St. Lawrence, the boundary from the 45th degree to the head, is an expreſſion which may, and probably will, be taken advantage of, to the excluſion of this country, as an iſland, which is a ſmall diſtance above the 45th degree, ſeparates that river for nine miles, the great and principal body of water running on the weſt ſide, which perhaps may be deemed the river, down which no boat can poſſibly paſs, owing to the violence and rapidity of the torrent; and the other ſide of this iſland, being the only paſſage down the river, if yielded to the Americans, will give them the whole navigation to its ſource, by which Canada will loſe the fur trade upon the Weſt ſide of Lake Ontario, and a paſſage that way from the Upper Lakes, and Fort William Auguſtus, and Frontinack, will be rendered uſeleſs to this country.

Our duties ſhould be entirely drawn back upon the exportation of furs from Britain; if they be not, almoſt the whole of this trade may be thrown into

into the hands of the American States; for, in order to avoid duties, all the furs intended for foreign markets, will be carried through them, whereas if the duties were entirely taken off, part would come through Quebec to this country, and be re-exported from hence.

It may alſo be good policy to take off all duty upon furs from Canada, and our other northern colonies, properly certified to be ſuch, and even grant a ſmall bounty, for a time, to encourage that trade under its late misfortune.

There was ſome, though no very large quantity of furs, (of the beſt ſort) imported from Georgia and Carolina into England.

The value of furs exported to Britain in the year 1769, was 99,010l. 14s. Skins 69,271l. 17s. 10d. The amount of hides exported from America, was only 809l.

It is the buſineſs of a wiſe nation to derive every poſſible benefit from her misfortunes. As we have now loſt, by the treaty of peace with the American States, ſo much of the commerce of peltry, we ought to turn our attention to Hudſon's Bay. The trade thither has long been juſtly conſidered as a monopoly in the hands of a company of no broad bottom. It will, therefore, be but juſt policy in parliament, to purſue the ſame rational meaſures with reſpect to the Hudſon's-Bay Company, as was formerly practiſed with regard to the great African Com-

pany; namely, to purchaſe the chartered right of the Hudſon's-Bay Company in order to admit every trader to carry on his buſineſs within the wide extended limits of their charter, upon paying a ſmall ſum towards ſupporting the neceſſary fortifications.

FLAX-SEED.

This article was exported from the American States to North Britain and Ireland only; no other country in Europe is in want of it, nor can Ireland be furniſhed with it to ſo good advantage from any other part of the world: for though it may be had from Flanders,* and in the Baltic, it is in ſome reſpects dearer, and muſt be paid for in money, inſtead of linens, which are exchanged for it in America. The ſeed from Flanders is very indifferent, becauſe the flax is pulled while green, for the ſake of having it finer and better. Riga ſupplies a conſiderable quantity of the ſowing ſeed. That for oil comes from Archangel, Peterſburg, Riga, &c.

* The people of Ireland ſince the war, have got into the way of preſerving their own flax ſeed, and it has been found to anſwer ſo well, that their future importations will be leſs conſiderable.

Flax-

Flax ſeed exported from America in 1769,
To Britain 11,811 buſhels.
To Ireland 199,916½

211,727½ at 2s. 3d. 23,819l. 6s. 10d.
Nova Scotia and St. John's iſland appear to be fit for flax, the trials in St. John's iſland are encouraging.

IRON.

Moſt parts of North America abound in iron mines; the ore, however, is ſo ſcarce in Virginia, that almoſt all that is uſed there comes from Maryland. The high price of labour in the American States would not have permitted the exportation of iron, without the advantage of entering free into Britain in competition with foreign iron, which pays a very heavy duty, as ſtated, Note, page 3. We ſent from this country Ruſſian, Swediſh and Britiſh bar iron to a great amount, particularly to the Northern Colonies; and it was ſold cheaper than iron made there or brought from any other part of America. Canada has plenty of iron mines. The only argument that can be uſed in favour of ſuffering iron to be imported duty free from the American States, is, that it may come in the place of money in return for our manufactures, and ſome think that it might, in ſome degree, prevent the

the manufacture of iron in America. The quantity, however, exported from thence, has not been conſiderable, and the diſtinction may give umbrage to the north. Rhode Iſland, Maſſachuſetts, and New Hampſhire, exported little iron. The States to the ſouthward of Rhode Iſland imported little iron; moſt of them exported. But although the Middle Colonies exported iron in pigs, and in bars, (the heavy duty on the iron of other countries, when imported into this, acting as an extraordinary bounty to America) they imported their hoes, axes, and all ſorts, even of the moſt heavy and common iron tools.

Exported from America, principally the Middle Provinces, in 1769,

Bar iron 2475 tons, at 15l. per ton.
Caſt iron 21 ditto, at 15l. ditto.
Pig iron 4739 ditto, at 5l. ditto.

POT ASH.

Very little pot aſh had been made in Nova Scotia or Canada previous to the war, but it may be made to greater advantage in thoſe provinces than elſewhere in America, on account of the plenty of wood, and owing to the greater quantity of fuel conſumed there during a long and ſevere winter. Aſhes of an excellent quality have, during the war, been imported from Quebec. In ſome of the American States, firing becomes

ſcarce. It is a well-known fact, that the cheapeſt fuel that could be procured in the town of Boſton before the war, was, coals from Newcaſtle; ariſing from the advantage of being carried out as ballaſt. Fuel is ſtill dearer at New York.

To encourage our own collieries and carrying trade, we muſt ſtill continue to prevent the getting of coal on the iſland of Cape Breton, where there is plenty eaſily to be got, above the level of the ſea. The coal is differently repreſented; ſome ſay it is not of a good quality.

Pot aſh exported from America in 1769:

To Britain,	1239 tons,	10½ cwt.
To Ireland,	5	4½
Total	1244	15

Which, at 22l. 10s. per ton, amounts to 28007l.

If it will not cauſe jealouſy, it may anſwer to us to ſuffer pot aſh to enter duty free from the American States, as it will be in return for our manufactures; if we take it from other countries, perhaps it may be paid for in money. It ſhould be conſidered, whether the advantage will make amends for the loſs of revenue.

The prices which are put to the ſeveral articles of export from America, are the value at the ports of exportation, in ſterling money.

The above articles comprehend nearly the whole of the exports from the American States of the growth of the country.

The

The Articles imported by the American States from the Britiſh and Foreign Weſt Indies (to the amount of about 800,000l. ſterling yearly,) were the following, viz.

SUGARS.

The difference of price between French, Daniſh and Dutch, and Britiſh Weſt-India ſugars, was ſo great, that nearly half the ſugar, regularly entered, came from the foreign iſlands, and was cheaper, notwithſtanding the duty of 5s. per hundred on foreign ſugars. In 1769, were imported 46,673 cwt. of foreign brown, at 1l. 8s. and of foreign white or clayed ſugar for exportation, 506 cwt. at 2l. 5s. In the ſame year were imported of Britiſh brown, 49,672 cwt. at 1l. 15s. and of clayed, 85 cwt. at 2l. 5s. the foreign independent of the duty; but it is ſuppoſed that above two-thirds of the ſugar conſumed in America was foreign, that which was ſmuggled is computed to have incurred an expence equal to half the duty, beſides the expence of getting it in a clandeſtine manner from the foreign iſlands and Surinam.* It ſeems that our ſugars could not have been taken, but

* It is clear from this, that our ſugars will not be taken for conſumption in the American States, and that they only mean to be carriers elſewhere, if permitted to go to our iſlands.

thro' the advantage of barter. The American States cannot expect that they ſhould be ſuffered to take this article from our iſlands; neither Holland nor France will ſuffer them to carry ſugars from their ports in the Weſt Indies. The licence given lately by the Court of France to erect ſugar houſes to refine 3,000,000 pounds of ſugar in Martinico for the American market for a *limited time*, cannot and will not be conſidered as a favour by the States, who cannot wiſh to avail themſelves of it, having many refineries of their own. No indulgence is allowed by France as to raw ſugars.

South Carolina has made, in the article of refined ſugar, a diſcrimination in favour of France, Spain, Holland, Denmark and Sweden, of one hundred per cent. duty. The refined ſugar of the Britiſh plantations being ſubjected to double duty, and the raw ſugars to 25 per cent. more than the foreign; ſurely this conduct does not entitle the States to any indulgence in trading to our iſlands. The diſcrimination, however, is as odious as it is unneceſſary.

MOLASSES,

Are of very great importance to the American States, on account of their numerous diſtilleries,*

* Maſſachuſetts alone has ſixty diſtilleries.

and

and the extenſive commerce carried on by means of the rum made out of them. Theſe were purchaſed and imported into the American States from the French iſlands, and from Surinam, in great quantities. The Britiſh Weſt-India iſlands prudently diſtil their own molaſſes, and comparatively with the foreign iſlands, export an inconſiderable quantity. Very little goes from our iſlands, except Jamaica. In 1769, 3,580,144 gallons of foreign, and only 299,678 gallons of Britiſh molaſſes were imported into North America. Before the Americans were allowed to go to the French iſlands for molaſſes, (they are not allowed to carry away any thing elſe) it was an object with the French ſugar planter, to contrive to get rid of his molaſſes by conveying it into the ſea, or to ſome waſte, while the Britiſh planter converted his into rum. When the New Englanders were firſt permitted to carry on this trade from the foreign iſlands, they paid only a ſmall trifle for the molaſſes, 2s. or 3s. per hogſhead: they are ſtill very conſiderably cheaper than in the Britiſh iſlands.* The Americans, who ſold their cargoes in our iſlands, uſed to take the money, and go with it to foreign iſlands, where they laid

* When molaſſes were exported from St. Kitt's, they were ſold from 8d. to 10d. per gallon. Great quantities of molaſſes were exported from Guadaloupe into Dominica. Some Dominica merchants had diſtilleries in Guadaloupe.

it

it out in molaſſes, &c. This has been a ſerious complaint a long time.

The former edition of this work ſaid, the duty on the importation of molaſſes into our colonies ſhould be taken off, but on fuller inveſtigation, it ſeems better policy to prohibit the importation of foreign molaſſes, and to continue the duty on Britiſh. The ſyſtem of encouraging a ſtaple commercial article of one plantation or colony, in another, where it is not natural, and which has its proper ſtaples, ſeems very erroneous. The connection between our Weſt-India iſlands and continental colonies, would be better maintained by exchanging rum, ſugar, &c. for flour, fiſh, and lumber, than by raiſing an unnatural competition in rum diſtilleries, and encouraging our colonies to diſtreſs each other.* By preventing the importation of foreign molaſſes, we certainly deprive our continental colonies of an advantage which the American States will have, but thoſe colonies will, with other Britiſh ſubjects, have a great advantage in return, by the monopoly of our Weſt-India markets, in many eſſential articles. The greateſt and ſtrongeſt objection is, that the New England rum, bad as it is, is preferred by the Canadians, and lower ranks; it is ſtronger, and 25 per cent. cheaper; and the

* On the ſame principle, it is not the intereſt of Britain to encourage the diſtillation of ſpirits from corn, in our American colonies.

diſcouraging diſtilleries in our remaining Northren Colonies, will encourage the ſmuggling of New-England rum.

The quantity of foreig molaſſes imported into America, anterior to the war, was even, as appears by the Cuſtom-houſe books, greater, than the quantity of Britiſh rum conſumed there;* but the latter being free, and the former ſubject to a duty of more than 20 per cent. upon the prime coſt, we may reaſonably add to the Cuſtom-houſe account of the molaſſes, one third. The conſumption of this article, undiſtilled, was very trifling, except in the fiſhery and New England, and even there it was made uſe of to no great extent.

R U M.

The amount of this article, imported and conſumed in the American States, greatly exceeded any other article of the Weſt-India produce imported into thoſe States: with this circumſtance, that of the other articles, a part was re-exported, particularly the rum made out of the molaſſes,

* One hundred gallons of common molaſſes, make one hundred gallons of rum; the better ſort will make one hundred and five gallons. In the Weſt Indies, in crop time, the ſcum of the ſugar, added to the molaſſes, will produce an hundred and fifteen, or an hundred and twenty, gallons, which gives a conſiderable advantage to the Weſt-India diſtilleries; however the Americans diſpute the fact.

the greateſt part of which was ſent to Africa, to Nova Scotia, to Newfoundland, to Canada, and to the middle colonies, and a large quantity for the ſupply of the Southern Indians. It was much cheaper, and greatly inferior to that of the Weſt Indies; but the rum imported from the latter was conſumed in the country, and except a ſmall quantity from Demerary of a good quality, and ſome from Santa Cruz of a very indifferent quality, the whole was, and may ſtill be, imported from the Britiſh Weſt-India iſlands. The rum from Santa Cruz is generally 3d. or 4d. per gallon cheaper than our Weſt-India rum. Within ten years the quality of our rum has been conſiderably improved. The only burdens on the exportation of it from our iſlands, are the 4 ½ per cent. duty,* which is about 6s. per hogſhead, and an abſurd powder duty, raiſed by the Weſt-India aſſemblies, that ſometimes amounts to one third of the freight, it being raiſed on the tonnage. The French make very little rum, and that of a bad quality: as it might interfere with their brandies, they have not encouraged it. In the year 1769, 2,834,752 gallons of rum, value at 2s. 3d. 318,909l. 12s. were imported into America. The Dutch and French iſlands, and ſettlements on the main, cannot ſupply the demand of the American States, even if they ſhould erect diſtilleries and manufacture their own molaſſes.

* This does not extend to Jamaica or the ceded iſlands.

Nothing

Nothing can be more trifling and leſs founded, than the clamour on the ſuppoſition of loſing the rum trade which our iſlands had. The competition with our iſlands will be exactly the ſame whether the molaſſes are diſtilled in the foreign iſlands, or on the continent of America. It is the intereſt of the American States, and not our buſineſs, to diſcourage the diſtillation of molaſſes in the foreign iſlands. It would be ruinous to New England in particular; and when the encouragements* lately held out in the French iſlands to eſtabliſh diſtilleries, are uſed as an argument for the purpoſe of frightening us into conceſſions, they can only be attended to by the moſt ignorant.

The following is the quantity of rum exported from North America in the year 1769: this trade will be in great part gained by our iſlands in future,

	Gallons.
To Great Britain - -	25,974
Ireland - - -	2,020
The South of Europe -	13,871
Africa - -	322,683
The Weſt Indies - -	12,027
Carried over - -	376,575

* Even if the advantages held out to the Americans in the French iſlands were not deluſive, unleſs they were granted for a longer period than hitherto offered, it will not be worth their embarking to a large extent, and the obtaining a quantity and perfection of quality conſequently would be prevented.

Brought over - - -	376,575
To Newfoundland - - -	103,119
Canada - - - -	248,000
Nova Scotia - - -	10,589
	738,283

Theſe exportations from the American States, are not very conſiderable, when compared with their importations of rum, and their own diſtillation of molaſſes; and it appears from the importation of the latter already ſtated, that they diſtilled above a third more rum than they imported.

It is abſurd to ſuppoſe, that the Americans would confine themſelves to the uſe of our Weſt-India rum, even if we were weak enough to give them every advantage held forth in the bill which gave riſe to theſe obſervations. The Americans would certainly go to the cheapeſt markets; but they will require the ſame quantity they did before, conſequently there will be the ſame demand; and they muſt have it from our iſlands, as they cannot have a ſufficient quantity elſewhere. It is well known how much the Jamaica and Grenada rum is preferred by them. As our Weſt-India iſlands will be entitled to the monopoly of the rum trade with our remaining colonies, they will be benefited in this trade at leaſt, by the diſmemberment of the American States. If any new competition could be raiſed in this trade, the monopoly

poly in queſtion would doubly compenſate. The quantity of rum conſumed in our fiſheries and remaining colonies, is very great indeed; and through Canada, the inland parts of the American provinces will be partly ſupplied. If our rum ſhould be prohibited there, the Americans will be gratified by the opportunity of ſmuggling. The quantity of North-American rum, imported into our remaining colonies, has already been ſtated. The quantity of Weſt-India rum, imported the ſame year into Newfoundland, was only 6,766 gallons.

To Canada - - - 22,323 ditto.

To Nova Scotia - - 7,426 ditto.

It may be added, that the quantity of rum, conſumed in our remaining colonies, has much increaſed ſince 1769, and certainly will increaſe very much in future. The importation of North-American rum, therefore, muſt be prohibited, as it will create a demand for Weſt-India rum, and promote the carrying trade between the Weſt Indies and our remaining colonies.

COFFEE.

Conſiderable quantities of coffee were uſed in America, particularly in the Southern and Middle Colonies, where the pooreſt peaſant uſed it, as it was cheaper than the loweſt priced tea; ſome ſo low as 6d. ſterling per pound; moſt of it was foreign and ſmuggled. In the year 1769, 4,073

cwt. of Britiſh, at 8d. (which paid duty) and 23 cwt. of foreign coffee, at the ſame price, were imported.

It may be here obſerved, that no very accurate idea can be formed of the imports of America, where the article was liable to high duties, affording a temptation to the ſmuggler: the extent of moſt of the ports, or rivers leading to ports, affording almoſt uninterrupted opportunity, where the inhabitants were univerſally oppoſed to Britiſh laws and regulations.

COCOA

Was purchaſed and imported nearly in the ſame manner as coffee; 112,866 lbs. of Britiſh, at 6d. and 185,212 lbs. of foreign, at the ſame price, were imported into the American States in 1769.

COTTON.

The quantity of Britiſh cotton imported into the American States, in the year 1769, were 179,208 lbs. at 10d. and of foreign cotton, the ſame year, were imported 317,435 lbs. This was chiefly uſed in the home or family manufactures of the country in the Northern States. Virginia and the Carolinas raiſed, of a coarſe kind, more than a ſufficiency for their own uſe.

SALT.

Of this article, in the year 1769, were imported, from the ſouth of Europe, 608,100 buſhels at 1s. and from the Weſt Indies, 527,785 buſhels at the ſame price. That from the Weſt Indies was particularly uſed for butter and pork; it came from Sal Tortuga; it was not ſo much the production of labour, as of the heat of the ſun, and was collected by the Bermudians and others, and ſold at a low price to the ſhips from the continent; and not unfrequently the crews of the ſhips collected it themſelves, and were at no other expence than their labour.

The Articles exported to the Weſt Indies from North America were the following, viz.

Horſes for the Saddle and Draught.

In the year 1769, 6398 horſes* were imported into the Britiſh and foreign Weſt Indies from North America. A very good kind of horſe was introduced from Canada, very excellent for the ſaddle. Horſes for draught, and for the ſugar works, are eſſentially neceſſary in the Windward Iſlands, and they alſo may be had from Canada reaſonably. They are ſmall, but very ſtrong and hardy. It is ſaid, however, that horſes from the Southern Colonies, being uſed to a warm climate, are preferred. A conſiderable number of mules go from Barbary to the Windward Iſlands: they are reckoned very good. Some are brought from the Spaniſh main, and ſome from Porto Rico. It is thought, it would anſwer to ſend horſes both for draught and ſaddle from Great Britain and Ireland.

Flour and Bread, or Biſcuit.

No wheat is ſent from America to the Weſt Indies, except a very ſmall quantity for poultry, or ſuch uſes. In the year 1769, 160 buſhels of wheat were exported from North America to the Weſt Indies; but 12,730 tons of flour and bread

* The greater part went to the foreign Weſt-India ſettlements.

were

were exported from thence, in the year 1770, into our iſlands. As wheat has been for ſeveral years paſt, and previous to the war, cheaper in Canada than in the American States, and as the New-York and Philadelphia mills were ten years ago ſupplied with 40,000 quarters from Canada, there can be no doubt that theſe articles will come cheaper from that province, when a ſufficient number of corn mills are erected, than from the American States. Canada will then be able to ſend her flour immediately to the place of conſumption, without paſſing through the medium of New York and Philadelphia, leaving a great profit at thoſe places. Some are of opinion, that, on a medium, Great Britain and Ireland could ſupply our Weſt-India iſlands as cheap as the continent of America; certainly at this time they can. The caſe has been, and more probably than before, it will be the caſe in future, that Britain can ſupply her iſlands with grain at a cheaper medium price, for ſeven or ten years, than America has done, or probably can do; for the conſequences of the late revolution in America muſt be an encreaſe of the value of labour, and the dearneſs of every ſtaple commodity, among other cauſes, through the number of people that their armies, and other eſtabliſhments, have drawn away from productive employments, and various other circumſtances, have diſperſed. France has the good policy to encourage her own agriculture by prohibiting the impor-

importation of theſe articles from foreign countries into her iſlands, or any other articles which the mother country can ſupply.

Nova Scotia, or St. John's iſland, cannot for ſome time ſpare much grain, as they are new ſettlements. They plant ſummer wheat as in Canada; but from the ſhortneſs of the ſummer, and becauſe the planters are not in good order ſufficient to take all advantages of the ſeaſon, and are not acquainted as yet with all the adequate methods that may be known in a more advanced ſtate of ſettlement, the ſummer wheat is apt to blaſt; the ſettlers, therefore, act injudiciouſly in giving themſelves up ſo much to the culture of wheat. Theſe countries grow fine barley, good rye, and tolerable oats; and as theſe grains are not ſubject to the accidents peculiar to new-ſettled Northern Countries, they ſhould therefore principally cultivate them and peaſe, at leaſt for the preſent. Lower Canada grows ſummer wheat. Higher Canada, which is the great granary, grows both ſummer and winter wheat.

Salted Beef, Salted Pork, Butter, Candles, and Soap.

No quantity of beef was exported from any colony but Connecticut. The merchants of New York, Philadelphia, and Rhode Iſland, were ſupplied from thence and New Jerſey. American beef,

beef is good when it has a quick paſſage to the Weſt Indies, but the barrel, when once opened, muſt be quickly uſed, leſt it become rotten. Maſſachuſetts ſalted ſome for exportation and for the navy, of an inferior quality to that of Ireland, and not ſo well cured. There is but little in Virginia. The beef of the provinces ſouth of Pennſylvania, is not good. Connecticut ſupplied more than all the other American States. The Southern States make very little uſe of ſalted beef; they have but few ſhips to victual, and their ſlaves are fed on Indian corn and rice: they export a ſmall quantity. On the back part of the Carolinas and Georgia great herds of cattle are bred, very ſmall and lean; they run wild in the woods: the mildneſs of the winters enables them to live without expence. The ſettlers fatten as many in the incloſed paſtures and meadows, as they want for home conſumption, and they are uſually fat in the wood paſtures in October. However they ſuffer very much from the fly, which greatly checks their fattening. The wild cattle, when lean, are ſold for a guinea, or a guinea and a half, to perſons who drive them to Pennſylvania, where they are fattened for the Philadelphia market. The want of a demand may be the cauſe why the ſettlers on the back part of the Carolinas and Georgia have not as yet improved the breed of cattle, and fattened them for exportation. Their attention has been given to

their ſtaple articles—rice, indigo, tobacco, and Indian corn: but having fine paſtures in the back country, there ſeems to be nothing to prevent them, when there is a ſufficient demand in their ſea ports. It is not long ſince they diſcovered they could make as good pork as their northern neighbours, and they can afford it one third cheaper; their winters being mild, there is no expence attending the hogs till they are fully grown; and Indian corn, the beſt food for them, is 30 per cent. cheaper in the Southern than Northern States; but the American pork in general is not of a good quality. Some has the ſame fiſhy taſte we diſcover in wild fowl, which is generally imputed to their being fed upon fiſh. The Burlington pork, however, is very good. The hams are well taſted, but lean; theſe were brought to the Weſt Indies in conſiderable quantities. The Carolinas raiſe ſuch a prodigious quantity of hogs, and can feed them at ſo little expence, as before mentioned, that pork can be afforded there much cheaper than from England and Ireland, but it is by no means ſo good as that exported from the latter; it does not keep ſo well. The fat of the Carolina pork is ſofter. Our remaining colonies are not as yet far enough advanced to afford pork for exportation, but their beef and mutton, butter, &c. are far preferable to that of the more Southern Provinces.

American beef however does not keep ſo

well as the Iriſh; ſalt hardens it, and eats up the fat and juices. At preſent, beef undoubtedly may be imported cheapeſt and beſt into the Weſt-India iſlands from Ireland, where the ſalting of it is better managed than in any part of the world; however, the price is greatly raiſed within thirty years. Cattle are raiſed and fed cheaper there, and even in England, than in any other of the maritime countries in Europe. The ſouthern parts of Europe are not good paſture countries for cattle; and in the northern, the great ſeverity of the winters give England and Ireland the advantage. Some good beef is imported into St. Croix and Euſtatius from Holſtein. Cheeſe has been ſent to the Weſt Indies from America. The countries that can raiſe and feed cattle the cheapeſt, can in general afford to underſell others alſo in the articles of butter, candles, and ſoap. Very little American butter is ſent to the Weſt Indies; it very ſoon ſpoils on being expoſed to the air; and as the ſame may be ſaid of their beef, neither of them, at leaſt for ſome time, are likely to become articles of commerce, ſo as to interfere with Ireland. The Southern States muſt take ſome butter, ſoap, and candles from Britain and Ireland. The Weſt Indies will take a large quantity of thoſe articles and ſalted beef.* A conſiderable quantity of can-

* In 1775 Jamaica imported from Ireland, beef, pork, butter, and herrings, to the amount of 79,810l.

dles and ſoap uſed to go from England to America. Our iſlands were never well ſupplied with ſoap from England; they got a conſiderable quantity from the Dutch. There is a drawback on exportation of 1d. per pound on candles, and 1 ½ d. on ſoap. If the trade with the Weſt Indies ſhould be laid open, Britain and Ireland may loſe the ſoap and candle trade. Ruſſia exported 350 tons of the laſt article, in 1782, to different parts. She has lowered the duty on candles when exported. As our Weſt-India iſlands have the monopoly of the Britiſh and Iriſh markets, it is no more than equal, that they ſhould take from us whatever we can ſupply; though perhaps they might get ſome articles cheaper elſewhere. That we might get Weſt-India produce much cheaper than theirs, is well known.

Exported in the year 1769 from North America to the Britiſh and Foreign Weſt Indies,

Beef and pork, 3036 tons, 6 cwt. (of which to the Britiſh iſlands 1250 tons.)

Soap, 94,590 lbs.

Candles, tallow, 65,500 lbs.

Cheeſe, 49,144 lbs.

Tallow (not in candles) 162,730 lbs.

SALTED FISH,

From many circumſtances, can be ſent from Newfoundland, Nova Scotia, and St. John's to the

the Weſt Indies, cheaper than from the American States. Mackerel may be caught on the Britiſh coaſt and ſent to the Weſt Indies, nearly, if not quite as cheap as the Planters uſed to get them from the American States, allowing a bounty equal to the duty on the ſalt with which they may be cured. It may not be improper to allow a farther bounty on the exportation, as this buſineſs would employ a great number of ſeamen. Mackerel fiſhing is a conſiderable buſineſs on the coaſt of Nova Scotia; but it might be carried on as cheap in our ſeas with ſuch advantage. A bounty is allowed on herrings exported from Britain. Ireland uſed to ſupply the Weſt Indies with Swediſh herrings; but ſince the Iriſh Parliament very wiſely refuſed the drawback on their export, the Iriſh herrings go there, and the quantity ſent is very conſiderable. Herrings alſo are ſent to the Weſt Indies from the Clyde; and it may here be obſerved, that the manufactures we export to the Weſt Indies not taking a tenth part of the tonnage which may be ſent to bring home the produce of the iſlands, the freight of fiſh, or other articles ſent from hence, will be very low. The fiſh from New England and the country adjacent cannot be put in competition with the herrings ſent in great quantities from Scotland and Ireland, nor ſhould any regulation be made likely to affect this nurſery for ſeamen, which may be greatly increaſed with proper attention.

Salt

Salt fiſh exported to the Britiſh and Foreign Weſt Indies in 1769:

	Dried.	Pickled.
From Newfoundland	8823 qtls.	
Canada	2378	52½ barrels.
Nova Scotia	1864	644 ditto.
	13065	696½

But the whole quantity exported from North America to the Britiſh and Foreign Weſt Indies was 184,955 quintals and 36,900 barrels.

It can hardly be ſuppoſed, that any Engliſhman will wiſh to give any ſhare of our markets to rivals in the fiſheries. If any monopoly can be ſupported, this certainly muſt; it is moſt eſſential to our marine, as well as to our commerce; and, if we allow even ſmall American veſſels with proviſions to come to our iſlands, they certainly will acquire this trade. The iſlands muſt be ſupplied with fiſh immediately from Newfoundland. The veſſels employed in this trade may return with rum in barter, or proceed to the ſouthern whale fiſhery; but at all events the Newfoundland fiſheries ſhould be encouraged from Ireland, the South and Weſt of England, the Weſt of Scotland, the Orkneys, and Shetland, by bounties, by privileges, and by every means poſſible. It is repeated, that the whole proceeds of the Newfoundland fiſhery were remitted to Britain, but it is ſaid not above a third of the New-England fiſhery

was

was remitted to this country, caſh or the produce of the countries to which the fiſh was carried, being taken in return to New England.

A great quantity, nearly a third of the fiſh of America, went to the Weſt Indies, including the fiſh that will not do for European, &c. markets, which is ſent for the negroes. The loſs of the ſupply of our iſlands will certainly be as diſadvantageous to the Americans, as the monopoly of it will be advantageous to us. But as we have given the Americans (with what policy it is not neceſſary to mark) the fiſheries of Newfoundland, Nova Scotia, St. Lawrence, &c. which we denied to Spain and Holland, they will have ſome ſhare in that trade which is moſt to be coveted by us.

Lumber, viz. Staves and Hoops, Scantling and Timber for Houſe and Mill Frames, Boards, Shingles, &c.

From the great plenty of timber in Nova Scotia and Canada, and the beginning ſcarcity of it near water carriage in the American States, moſt of theſe articles may be imported from the former, on better terms than from the latter. Hoops for ſugar hogſheads are often carried from England. Ships going to the Weſt Indies have only a light freight, and carry out this article; and it will anſwer to carry from hence ſtaves and boards, and they are of a ſuperior quality. Our ſugar ſhips might

might generally go out full, if all our ſtores went from Britain, particularly coals for the diſtilleries, oats for horſes, and other grain, and proviſions for the ſlaves. Great part of the rum puncheons are now ſent from England. As workmanſhip is dear in the Weſt Indies, they are finiſhed here with iron hoops, and filled with proviſions or dry goods, by which the freight of the puncheons are ſaved. The beſt American rum-puncheon ſtaves come from the Middle and Southern Colonies; but they are conſiderably dearer than from other parts of that continent. At Jamaica the ſugar ſtaves are moſtly made on the iſland. The neceſſity the States will be under of exporting their produce, will oblige them to ſell to our ſhipping that may come for it, all ſorts of lumber. Timber cutting and the buſineſs of the ſaw-mills would greatly decreaſe, if they do not. There is little proſpect of new markets for them. Before the war, the Americans glutted the Weſt Indies with lumber to ſuch a degree, that this trade was ſuppoſed to be at its height. Nova Scotia will, at leaſt for ſome time, have little elſe to depend on but her fiſheries, and cutting of lumber, and it is found that province has plenty of white oak for rum-puncheon ſtaves, and red-oak ſtaves for ſugar and molaſſes caſks, with plenty of timber for all other purpoſes. Many ſaw mills are already erected in Nova Scotia.

If

If Britain will grant a bounty upon lumber for a limited time from our remaining Colonies, they would ſoon ſupply our Weſt-India Iſlands; and ſuch a ſtep would alarm the Americans, leſt they ſhould looſe the whole of this trade. The idea of their withholding their lumber for any time from our ſhipping, is too triffling to require attention. The great quantity they ſent, for which they have no other market, is ſhewn in the tables of the Appendix. It varied from 40 to 60 million of feet, of which our iſlands took about 24 million. The quantity of ſhingles exported from America in 1769, amounted to 41,732,356; but our iſlands took only about 18 million. Bermuda veſſels were not calculated for carrying lumber, yet there were exported from the Bermudas in the year 1769 to the Weſt Indies, brought from the continent, 45,770 feet of pine plank, 171,620 ſhingles, and 11,100 ſpars. It is to be ſuppoſed the Bermudians will now build more proper veſſels for the lumber trade.

Live Oxen and Sheep, Poultry of every Kind, for freſh Proviſions, &c. in the Iſlands.

A conſiderable number of oxen and ſheep have been ſent from New England to the Windward Iſlands, but none to Jamaica; mutton is not a general food in the iſlands; a good many ſheep are

however bred there, and the mutton is excellent. Nova Scotia and St. John's may raiſe oxen ſufficient for the iſlands, having fine paſtures. The Britiſh army and inhabitants in the town of Boſton, during the blockade in 1775, and 1776, were ſupplied with freſh proviſions of every kind from thence; ten years before, Halifax was in a great meaſure ſupplied from New England with freſh proviſions; and had not the demand during the war been ſo exceeding great, freſh meat would have been under two-pence a pound in Nova Scotia from its own produce. Poultry will probably be purchaſed as cheap in Canada as in the American States, as corn is as cheap or cheaper there. Near 4000 dozen of poultry were imported into the Weſt Indies annually before the war, chiefly by the Bermudians, who alſo imported large quantities of onions. In the year 1769, 2887 live oxen were ſent from North America to the Britiſh and foreign Weſt Indies, and of that number 2032 went from Connecticut alone. About 1000 went to our iſlands. The ſame year 13,788 ſheep and hogs were imported into the Weſt Indies, moſtly from Rhode Iſland and Connecticut; but of theſe, only about 4000 went to our iſlands.

Rice,

Rice, Indian Corn, and Tobacco.

The quantity of rice which went to the Weſt Indies, and principally from South Carolina and Georgia, was not in proportion to the quantity of Indian corn imported into thoſe iſlands. The latter came chiefly from Virginia and North Carolina. The planters raiſed proviſions for their negroes in a great meaſure during the war, and it would always in a certain proportion anſwer. Bermuda veſſels will bring as much of theſe articles as are wanted cheaper than the veſſels of the American States, and they have been in the habit of ſupplying our iſlands in a great meaſure. Indian corn may be raiſed as well in Nova Scotia and Canada, as in New England; but thoſe provinces having had hitherto little intercourſe with the Weſt Indies, they neglected the cultivation of that article.

Oats, beans, ſtores, and proviſions, to a very conſiderable amount, go from Britain, and the advantage of ſupplying them ſhould increaſe. The taking every thing however from the port of London, impoſes in ſome caſes an unneceſſary expence on our iſlands. This ariſes partly from the advantage of aſſorting cargoes in the port of London, and partly from the circumſtance of ſugar factors generally fixing themſelves there; but in many caſes ſtores and proviſions might

be ſhipped from the ports that can ſupply them cheapeſt.

None but manufactured tobacco is introduced into the Weſt Indies for conſumption there; nearly enough is raiſed in the iſlands for the uſe of the negroes: tobacco was firſt the growth of St. Chriſtopher's, and ſold in England about the year 1630, for a Jacobus per lb.

The quantity of rice imported into the Britiſh and foreign Weſt Indies in the year 1769, was 19817 caſks, 53 bags; moreover, 2847 buſhels of rough rice: the quantity imported into our iſlands varied from 7 to 15,000 caſks.

There were ſent the ſame year from Bermuda to our iſlands, 10,503 buſhels of Indian corn, which had been brought from North America; but upon a medium, about 350,000 buſhels are imported into our iſlands.

As to the African trade, Congreſs and ſome of the general aſſemblies have declared againſt it, but the Carolinas and Georgia at leaſt, muſt continue it. It is ſaid, negroes only can ſtand the work in thoſe hot climates. Rice, indigo, and tobacco cannot for ſome time, if ever, be raiſed to advantage without ſlaves, but the importation by no means kept pace with the increaſe, the price of ſlaves was lowered before the war; ſlaves born in the country were preferred, as ſeaſoned to the climate. The ſlaves purchaſed in Africa

Africa by the American traders, were of an inferior low priced ſort. The Americans never had ſuch of the ſlave trade to the iſlands. The Northern States may attempt to ſupply the continent of America with ſlaves, for the ſake of diſpoſing of their rum, a large quantity of which they uſed to ſend to Africa, but this trade will now be difficult to them. If it muſt be carried on, it ſhould be thrown into the hands of Briſtol, Liverpool, and Glaſgow, by allowing the ſlave ſhips on their return from the Weſt Indies to bring back rum, to be ſtored in the King's warehouſes, till they fit out again for Africa, without being charged with any duty or expence but ſtorage. This will open a new market for our rum, and will extend our trade to Africa; the number of negroes imported into North America in the year 1769, were 6391, amounting at 40l. each (which is a low price) to 255,640l. ſterling. It is not probable that all nations will give up this cruel trade:—benevolence is not ſo general:—the trade is ſaid to be neceſſary; but although it be advantageous to England, and even if it were infinitely more ſo, the diſcontinuance of it is much to be wiſhed, unleſs we can learn to treat the negroes better. In ſome parts of America they are uſed better than in our Weſt-India iſlands, and the French uſe them ſtill better than the Americans.

The

From the foregoing ſtate of the imports and exports of America, to and from Europe and the Weſt Indies, a judgment may be formed of their natural courſe and tendency—of their importance,—and of the meaſures that ſhould be adopted by Great Britain; or rather, it appears, that little is to be done, and our great care ſhould be, *to avoid doing miſchief.* The American States are ſeparated from us and independent, conſequently foreign; the declaring and treating them as ſuch, puts them in the only ſituation, in which they can now be;* friendly, indeed, we may yet be, and well diſpoſed to them, but we ſhould wait events rather than endeavour to force them; and, relying on thoſe commercial principles and regulations under which our trade and navy have become ſo

* That the American citizens are no longer to be conſidered on the footing of Britiſh ſubjects is ſurely put out of doubt, by their renunciation of allegiance to this country, and by our ratification of the preliminary articles; but it ſhould be put out of all doubt by act of Parliament, for many weighty commercial as well as political conſiderations: confuſion may ariſe at our cuſtom houſes, and in caſe of a future war, as the ſeamen of England might pretend to be Americans, not only for the ſake of higher wages, but to avoid the preſs, it is abſolutely neceſſary to mark the line of diſtinction between our ſubjects and theſe aliens; alſo, it is incumbent to acknowledge as Britiſh ſubjects, thoſe faithful Americans and non-jurors, and all thoſe who may emigrate at leaſt within a limited time, into any part of the Britiſh dominions, and there take the oaths of allegiance.

great,

great, Great Britain will loſe few of the advantages ſhe poſſeſſed before theſe States became independent, and with prudent management ſhe will have as much of their trade as it will be her intereſt to wiſh for, without any expence for civil eſtabliſhment or protection. The States will ſuffer,—they have loſt much by ſeparation.*—We ſhall regret the money that has been ſquandered, but it is not probable our Commerce will be much hurt, and it is certain the means of employing and adding to our ſeamen will be greatly increaſed, if we do not throw away the opportunity.

The Navigation † act prevented the Dutch from being

* Before the year 1776, ſcarce a man in America had the idea of ſeparation from this county. The wiſh of the Americans, was independance of the Britiſh Parliament; but having taken arms, they went farther of courſe. The wiſh to be independant of Parliament, at leaſt as to interior management, was founded in good ſenſe; but the advantage will be found by no means equal to the diſadvantage of ſeparation. If taxes had been raiſed in America by authority of Parliament, they would have been ſpent there. The only other advantage gained by America, is, freedom from having improper perſons ſent ſometimes from hence as governors, judges, comiſſioners, &c.

† The Navigation act was firſt enacted in the time of the Uſurpation in 1651, and re-enacted on the Reſtoration with ſome variations, as appears by Scobell's Collections. The principle of this act was interwoven by James I. and Charles I. into the colonial ſyſtem.

being the carriers of our trade. The violation or relaxation of that act in favour of the Weſt-India Iſlands, or of the American States, will give that advan-

The Parliament and Cromwell only enforced what the foregoing kings had introduced. The Parliament of Scotland upon the re-enactment of the Navigation act by the Reſtoration Parliament, thought their country ruined by it. They ſent to London three Peers to ſolicit a relaxation of it as to Scotland, but they did not ſucceed. From this anecdote it appears, that the Parliament and nation would not relax their favourite ſyſtem even in favour of fellow-ſubjects, which the Scots then were, far leſs ought the Parliament now to relax in favour of aliens and rivals in navigation. The tonnage of England in Elizabeth's reign (1581) was 72,450 tons, and the ſeamen of all kinds 14,295. At the time of the Reſtoration the commercial tonnage of the kingdom was 95,266: on eſtabliſhing the Navigation act at that time, the tonnage augmented in fifteen years to 190,533; in twenty years more, that is, about the year 1700, it had increaſed to 273,693; in the year 1750 it amounted to 609,798, and in the year 1774, the year before the American diſturbances began, it had riſen to - - - - - - - - 798,864

But this being the regiſtered tonnage, in order to find the real tonnage, add one third -	266,288
	1,065,152
Add one 15th for the tonnage of Scotland, -	71,010
Britiſh commercial tonnage, - - - -	1,136,162

navigated (allowing 12 men to 200 tons) by 68,228 ſailors.

At

advantage to the New-Englanders *, and encourage to the greateſt degree the marine of America, to the ruin of our own. The bill, in its preſent ſtate,

At the time of eſtabliſhing the Navigation act, the foreign tonnage cleared outwards, was equal to half the Engliſh tonnage. About the year 1700, it was conſiderably leſs than a fifth of the Engliſh. About the year 1725, it was little more than a nineteenth part. In 1750, it was rather more than a twelfth part, and in 1774, it was conſiderably leſs than a twelfth.

The immediate great effect of the act in queſtion, and the gradual great effect ſince, ſurely ſpeaks ſufficiently. Is it neceſſary to add more to induce Engliſhmen to ſupport that ineſtimable law!

When the laſt edition of this pamphlet was publiſhed, the author had not then had the advantage of reading, The Eſtimate of the comparative ſtrength of Britain during the preſent and four preceding reigns, by George Chalmers, Eſq. Thoſe who wiſh for fuller information relative to navigation, will there find it. The man the beſt informed will derive benefit from an attentive peruſal of it; the idle, and thoſe of many avocations, will find in a ſmall compaſs, and well ſtated, that which required great induſtry to draw from the beſt and moſt authentic documents and much good ſenſe and ability to arrange and illuſtrate, relative to ſhipping, trade, cuſtoms, coin, and population.

* And to them only, for none of the other ſtates have at this time any ſhipping; but the bill will, in the moſt effectual manner, encourage the ſeveral provinces to raiſe ſhipping. Should the Weſt-India trade be laid

ſtate, allowing an open trade between the American States and our iſlands, relinquiſhes the only uſe and advantage of American Colonies, or Weſt-India Iſlands, the monopoly of their conſumption, and the carriage of their produce; for that object alone we could be tempted to ſupport the vaſt expence of their maintenance and protection. Our late wars have been for the excluſive trade of America, and our enormous debt has been incurred for that object. Our remaining Colonies on the Continent and Iſlands, and the favourable ſtate of Engliſh manufactures, may ſtill give us, almoſt excluſively, the trade of America. But the bill grants the Weſt-India trade to the American States on better terms than we can have it ourſelves, and theſe advantages are beſtowed, while local circumſtances inſure many others, which it is our duty to guard againſt, rather than promote. It makes it the intereſt of our merchants to trade under the American flag. Shipping may be had in America at much leſs original expence than is required here, but the quality is greatly inferior.* It alſo makes it the intereſt of our

open to ſhips carrying the flag of the American States, their allies, the French and Dutch, will avail themſelves of it, as they did of the Imperial in Europe, and our iſlands will ſoon be as much crowded with foreign ſhipping, as the port of Oſtend has lately been.

* The timber, maſts, and yards are much cheaper than in England. Several particulars have been already

our remaining Colonies in North America, (for whom no advantages are reſerved by the bill in queſtion,) to be as independant as the American States, in order to have their trade as open.

It

dy ſtated under the article of ſhips built for ſale—that in the New-England States, veſſels are built and equiped from 7l. 10s. to 8l. per ton. The ſhipping of the middle colonies were more eſteemed, and coſt per ton, timber and building, 4l. total building and equiping from 8l. to 8l. 10s. The ſhipping of the ſouthern provinces, the timber being live oak (of which however there is no quantity in America, and what there is, is confined to the Carolinean coaſt) coſt per ton 5l. 10s. and from 4l. 10s. to 5l. more for equipping. The ſhipwrights and caulkers had from 2s. 6d. to 4s. 6d. per day wages. Philadelphia ſhipping is inferior to Carolina, much ſuperior to Virginia and New York, and greatly ſuperior to New England ſhipping. The medium Peace price in the river Thames for a veſſel about 300 ton, handſomely finiſhed and painted, is 9l. per ton, and about 150l. for maſts and yards. Rigging, ſtores, &c. about three-fourths value of the hull. Veſſels built at Hull, Whitby, &c. about 30s. per ton leſs. Maſts and yards nearly the ſame. On our ſouthern and weſtern coaſt, ſhips are built for about 20s. per ton leſs than in the Thames. The ſhipping of our out-ports is equally good as the beſt American ſhipping, whoſe timbers are of live oak. The wages of an able ſeaman in America, are ten dollars, or 45s.

It is the policy of France and Spain, not to ſuffer foreign veſſels to trade to their iſlands and colonies,

per month. The common Peace wages of ſeamen in England, are from 25s. to 30s. per month.

From this inveſtigation it might be doubted whether the Americans can navigate cheaper than we can: yet, as to the value of the ſhipping, it may be added, from good information, that ſo inferior in general is the New-England ſhipping in materials, building, and equipping, that a veſſel which coſts 700l. there, would, if well built in Britain, be worth 1600l. It is ſaid that the New Englanders uſed formerly to build for ſale, as low as 2l. 10s. per ton. It muſt only be the New Englanders that can navigate cheaper than us. The ſea veſſels belonging to Philadelphia, regiſtered and partly owned there, (England and Ireland having ſhares) never amounted to 280 ſail at any period; regiſtered tonnage about 15,000, real tonnage about 22,000, yet it ſeems the general opinion of men well acquainted with the commerce of the Middle and Southern States, that in the Provinces from the Cape of Florida to Philadelphia incluſive, there are not 400 American-born ſailors, excluſive of maſters and mates. The United Provinces of Holland conſiſting of about the ſame number of inhabitants as the American States, viz. two millions and a half, notwithſtanding they have ſo great a ſhare in the carrying trade, have not above eight or ten thouſand national ſailors at the moſt (part of theſe are engaged in the fiſheries, and having property, do not engage in war) the reſt of their ſailors are Germans, or from the north of Europe, and may amount to 25,000.

and

and our own maxims have hitherto been the ſame; but the bill, without the leaſt neceſſity, gives up this moſt neceſſary reſtriction, and our whole commercial ſyſtem. The French, indeed, opened the trade to their Weſt-India iſlands in 1779, to neutral nations, that they might take every ſeaman they poſſibly could for their navy, and to preſerve their iſlands from ſtarving. The conſequence would ſoon have been the deſtruction of their navy, as it was, for the time, of their trade. Ships from all parts went to their iſlands, and carried the produce wherever they pleaſed. Weſt India produce became ſcarce in France at the time it was plentiful in the north. The revenue failed. France loſt one million and a half ſterling, and the ſame or greater loſs would have been annually repeated as long as the war continued. There was an end of the trade. There was no nurſery for ſeamen left, and if the war had continued, ſeveral ſhips muſt have been laid up every year for want of ſailors. Repreſentations came from Bourdeaux, Nantes *, &c. and immediately on the ſigning of the preliminaries, the permiſſion for neutral nations to go to her iſlands was withdrawn †: and ſo jealous

* No leſs than twelve capital houſes in Bourdeaux, and in the other ſea ports of France, failed in the ſpace of a fortnight.

† The ſame was done at the Havannah.

had

had the French been of the trade of their iſlands, that before the loſs of Canada and Louiſbourg, thoſe Colonies were not allowed a direct trade to them, and France has had the good ſenſe, by her treaty with the American States, to withhold the very thing we are ſeeking to give up.§

By any violation or relaxation of the Navigation act, the act will be entirely loſt as to Ireland: that kingdom expreſſly adopted it only, as long as it ſhould remain unaltered in Great Britain. It is a principal tie between the two countries. But beſides the loſs of the act, as far as it confines Ireland, we ſhould involve ourſelves moſt ſeriouſly with that kingdom in another reſpect. Ireland received, as a right, every advantage ſhe has lately acquired, except the participation of the monopoly of the Weſt-India conſumption of Britiſh products and manufactures; for that ſhe was thankful; and in return, paſſed the act which encreaſed the duties on ſugars, and other Weſt-India articles,

§ France has ſince allowed the importation from America into her iſlands of ſuch articles as the mother country cannot furniſh; this excludes American flour, and ſeems to include little more than lumber and ſome articles of proviſions. The edict is ſo expreſſed, that it may admit of ſuch interpretation as the Governors of the iſlands may chuſe to put upon it. This uncertainty affords little advantage to the Americans that they had not before.

and

and engages to augment them farther in proportion to the duties which may in future be impoſed upon them in Great Britain, and lays prohibitory duties on ſimilar articles from foreign iſlands. By this bill that monopoly would ceaſe. Deprived of the advantage, Ireland will think Britain has done away the conſideration that induced her to ſhut her ports againſt foreign ſugars. The Iriſh act laying prohibitory duties is biennial, and will expire next Chriſtmas; and it is not to be ſuppoſed, under the circumſtance alluded to, it would be continued. Her redreſs might be to take foreign Weſt-India goods; at leaſt, ſhe would not think it neceſſary to charge her own conſumption of ſugars with higher duties than are required from America. She will exepect to have Weſt-India goods on as good terms as the American States, now become foreign. Weſt-India planters therefore ſhould conſider, whether a direct trade to the American States will recompenſe them for the loſs of the Iriſh conſumption; and Parliament ſhould conſider what would be the ſtate of ſmuggling from Ireland into this country, if Ireland ſhould become the repoſitory for foreign Weſt-India goods, or of our own, under low duties.

The repreſentation of the Committee of Weſt-India planters and merchants to the King's Miniſters, ſets forth, that " the permiſſion of American ſhips

ſhips, as heretofore, freely to bring the produce of the dominions of the American States to the ſugar colonies, and take back the produce of our iſlands in return, is obviouſly eſſential." The wool-growers of England might equally ſay, a free exportation of wool is obviouſly eſſential to their intereſt; but an unqualified exportation would put an end to our moſt valuable export of woollens: it would enable France to underſell us. It has been ſaid, that the iſlands cannot exiſt without an open trade to the American States; in anſwer, it may be aſked, how they have exiſted during the war, when even Canada or Nova Scotia, and alſo England and Ireland, were not open to them without great expence and riſk? They got their lumber by prizes, and through neutral iſlands;* but not ſo much as may now be got immediately from Canada and Nova Scotia. The lumber in general of thoſe colonies is as good as any in America, and may be ſoon ſent cheaper than it could from the revolted provinces in their preſent, or any probable ſtate; their number of hands is leſſened, and their taxes are increaſed. Some little time may be neceſſary before a full ſupply of all the articles they can produce, will be obtained; but it will be better for this country to allow a bounty on lumber, conveyed in Britiſh veſſels from Canada and Nova Scotia to the Weſt Indies, or even from all parts, for a limited time, than

* Jamaica had lumber from the Miſſiſſippi.

than to ſacrifice our carrying-trade.* However abundantly our remaining colonies may be able hereafter to ſupply our iſlands with lumber, that trade is not ſufficiently eſtabliſhed as yet to ſecure an immediate ſupply. The iſlands might therefore have ſome reaſon to complain, if they were limited to thoſe colonies, but they are not confined in bringing it from any part, in Britiſh ſhipping. Every place is free to them, that was open before the war. The ſuppoſition that the States will for any time, refuſe their lumber, and loſe their market, is too ridiculous to be inſiſted on.

Under the article of wheat, it has appeared how amply Canada can ſupply our iſlands. It appears alſo, that no part of America furniſhes greater advantages for ſhip building than our remaining colonies. The oak of Canada is heavier, and much more laſting, than that of New England. In ſhort, it is unqueſtionably a fact, that Nova Scotia, Canada, and the iſland of St. John, may ſoon become capable, with very little encouragement, of ſupplying our iſlands with all the ſhip-

* In general, as to the bounties, we had better withdraw them in as many inſtances as poſſible, and take off duties on raw materials imported, at leaſt to the amount of the ſaving from bounties: but in the preſent caſe it might be adviſeable to give bounties for four or five years certain.

ping, fiſh, timber, and lumber of every kind, and with mill or draft horſes, with flour, and ſeveral other articles, they may want; and Bermuda ſhipping alone might ſupply the iſlands with freſh proviſions and ſuch articles as will be wanted from the Southern States, viz. Indian corn, and rice.

From the Southern and Eaſtern coaſts of Nova Scotia to our iſlands, the navigation is ſhorter and quicker than from the American States. Veſſels going from the latter are obliged to ſteer far to the eaſt, to get into the trade winds. From the moſt leeward iſlands, the paſſage to the gulph of St. Laurence may be made in 15, 20, or 25 days, although 35 or 40 may be neceſſary to go to Quebec.

It ſhould ſeem, that there muſt be ſome other object in reſerve, which is not yet acknowledged, beſides the cheapneſs of lumber and proviſions, and a market for rum, to account for the eagerneſs, which ſome expreſs, for opening the navigation of the Weſt Indies. The aſſertion, that our iſlands muſt ſtarve if they are not opened to American ſhipping, is a curious inſtance of the ſlight ground on which men will be clamorous: poſſibly ſome deceive themſelves; but the clamour may perhaps be accounted for, by the facility of deceiving the public on certain ſubjects; becauſe few men will take the trouble, eſpecially in matters of a complicated nature, of ſufficiently informing them-

ſelves.* It has already been ſtated, that the Bermudians in great part ſupplied our iſlands with freſh proviſions. Our remaining colonies, or at leaſt part of them, will ſoon equip ſmall veſſels, and carry on the ſame trade. If our iſlands are ſo helpleſs, and would rather ſacrifice our marine than make ſo ſmall an effort as to fit out veſſels in addition to thoſe of Bermuda, and our remaining colonies, ſufficient to ſupply themſelves with proviſions and lumber, they deſerve to ſuffer or to pay an extraordinary price. Even if they ſhould be ſo helpleſs, no man can ſay, they will be ſubject to any

* It is a well-known fact, that our Weſt-India plantations have been ſettled and extended, in no inconſiderable degree, upon the credit given by our merchants; and that, perhaps, not leſs than a third part of all the property in the iſlands is either owned by or owing to the inhabitants of this country; under ſuch circumſtances, ſurely, the Britiſh creditor has a right to expect every kind of public ſecurity for his property thus inveſted, which he conceived he derived from the navigation act; poſſibly in a great meaſure, from the idea of this ſecurity, he ventured to launch out ſo largely in a concern ſo diſtant from his immediate inſpection. If the North-American States are permitted to become the carriers between the continent and the iſlands, a very favourable opportunity will be afforded to ſuch of the planters as may wiſh to evade the payment of their debts to this country, when they find it more convenient to apply their crops to other purpoſes. Is it not a poſſible caſe,

any other inconvenience, than that of paying an advanced price for thoſe articles, through the medium of foreign Weſt-India free ports; and, at any rate, the inconvenience can be nothing when put in competition with the object of our navigation, and the unforeſeen miſchiefs that may ariſe.

It has alſo been ſhewn, under the articles "molaſſes and rum,"—that the competition with our iſlands in the latter article, will be the ſame whether the molaſſes are diſtilled either in the foreign iſlands, or on the Continent of America—That there will be the ſame demand there uſed to be—and that the foreign Weſt-Indian ſettlements cannot ſupply that demand, even if they ſhould erect diſtilleries, and manufacture their own molaſſes,

that they may in ſome inſtances ſell a part, or the whole, of their crops to the North-American merchants, who, having eſtabliſhed a credit here, will pay them one third in bills of exchange upon England, a third in lumber, proviſions, &c. and the remainder either in caſh or bills, when the cargo is diſpoſed of in Europe, and the merchant has availed himſelf of the proceeds? The planter may apply the money to diſcharge his engagements in the iſlands, in purchaſing ſlaves to improve and extend his eſtate, &c. &c. whilſt his Britiſh creditor may be put off from time to time. But the evil might not reſt here. The North-American merchant would be furniſhed with a valuable commodity, which would eſtabliſh his credit in Europe, and enable him to purchaſe thoſe foreign manufactures, that would otherwiſe be imported into America, through the medium of Great Britain.

and

and it will be the fault of our planters, if their long-eſtabliſhed rum diſtilleries do not maintain the aſcendency over the infant diſtilleries of the French.

It cannot be doubted, but that ſome of the American States will ſell lumber and proviſions to any veſſels that will go for them, otherwiſe they will not be able to ſell them at all. They can have no other ſufficient market. The argument is weak, which ſays, hitherto lumber, in no ſufficient quantity for our iſlands, has been brought from Canada and Nova Scotia, and therefore thoſe provinces cannot ſupply them.* While the old colonies furniſhed ſuch abundance, there was no encouragement for thoſe infant colo-

* However extraordinary, it is an undoubted fact, that the various kinds of lumber, uſed by the coopers, were brought even from the vicinity of Montreal and Lake Champlain, to the river Thames, and ſent thence into the Weſt Indies. If ſuch a circuitous voyage could anſwer at any time, ſurely the ſame lumber during peace, may go a direct voyage to our iſlands, and be afforded at a reaſonable price. Lumber for the uſe of the cooper which is brought over as dennage in tobacco ſhips, is ſo plentiful now in the London market, that it can ſcarce be ſold for any price. If we had plenty of ſaw mills in England, it would undoubtedly anſwer to ſend many kinds of lumber from hence to our iſlands. A cord of wood, is as cheap or cheaper in Suſſex (which is by no means the cheapeſt part of England) than in any conſiderable town in America. This muſt ariſe from the different value of labour.

nies.

nies. Nova Scotia was not ſufficiently ſettled, and during the war the navigation to theſe parts was greatly interrupted. The experience of the laſt eight years has proved inconteſtably how little neceſſary the American States are to our iſlands; and that we have no occaſion, eſpecially with Canada and Nova Scotia in our poſſeſſion, to make any ſacrifice whatever, on the part of Great Britain.

The French depend on their Weſt Indies for the ſupport of their marine; all their writers ſay ſo. Sould we then neglect the ſame opportunity of ſupporting our own? It is well known, that the French ſettlements at St. Domingo alone, employed before the late war, 450 large ſhips in their commerce with France, and 200 ſmaller veſſels in the Weſt Indies and the two Americas. The French Leeward iſlands, taken collectively, have hitherto kept pace with St. Domingo, or very nearly ſo; and it is certain that the trade of all the French Colonies put together, is not at this time, carried on by leſs than 1000 ſhips, excluſive of coaſters: the number of ſeamen raiſed and employed by this means, is little, if at all, ſhort of 20,000 men: the total produce of St. Domingo, in all its branches, is ſaid to exceed that of Jamaica about one third;* at the ſame period the trade

* The difference of the bulk, as well as value of St. Domingo produce, aroſe almoſt intirely from the cultivation of

trade of the latter iſland was carried on by 316 ſhips only, of about the ſame ſize, of which 233 were employed between Europe and Jamaica, and 77 of this number touched upon ſome part of the coaſt of Africa.

If the ſyſtem is adhered to, of prohibiting ſmall American veſſels from trading with our iſlands, many hundreds of ſloops and ſchooners will be built in Bermuda and our remaining Northern Colonies, and our diſcharged ſeamen, who are now paſſing over to the Americans, will be employed; but if we permit ſmall American veſſels, limited to 100, or even 60 tons, to come to our iſlands, under pretence of bringing lumber and proviſions, and carrying away rum, the buſineſs of the iſlands will be done principally by them; there will be no end of ſmuggling, and we ſhall raiſe a moſt numerous marine on the coaſts of the Southern States, where there is none at preſent, at the expence of our own.*

Rather

of coffee. The weight of coffee exported from St. Domingo, in 1776, was, to that of indigo and cotton, as 32,000 to 5,300 this will be ſufficient to ſhew its importance as an article of freight, though the cotton and indigo together, were double its value.

* By preventing their veſſels from coming to our iſlands, we ſhall avoid, in great meaſure, the miſchief complained of, that the Americans took caſh from our iſlands

Rather than give up the carrying trade of our iſlands, ſurely it will be much better to give up the iſlands themſelves. It is the advantage to our navigation which, in any degree, countervails the enormous expence of their protection. It can be no pleaſure, to interfere with the ſatisfaction the Weſt Indians have, in talking of the revenues their iſlands produce to this country; but Britain is benefited only by the advantages derived to her navigation, manufactures, and agriculture. The ſame revenue would ariſe, if the articles came through the Dutch, Danes, or French: while our planters have a monopoly of the Britiſh market, the duties fall almoſt entirely on the conſumer.*

iſlands for lumber and proviſions, and laid it out in the foreign iſlands from the opportunity of getting Weſt-India produce there, at a much cheaper rate. If this trade ſhould be confined to our own ſhipping, rum and other articles will be bartered for lumber and proviſions.

* If our iſlands raiſed much more ſugar than our markets take, there would be more reaſon in the complaint, that the duties diminiſh the conſumption. Certainly the conſumption would increaſe if the duties were conſiderably lowered. The greateſt quantity of ſugar ſent in one year from the Britiſh Weſt-India iſlands to America was about 97000 hogſheads; and that ſuppoſing the hogſheads only 1000 weight. It is ſaid France conſumes little more than 40,000 hogſheads, while the Britiſh iſlands conſume 125,000 hogſheads. The uſe of tea and punch in the latter, is a principal cauſe of the difference.

The

The conſumer, who pays the revenue,* as well as the increaſed price in war, would probably pay leſs for the article, as foreign iſlands underſell ours from 15 to 25 per cent. and the competition to ſupply us would probably prevent the price from being raiſed; if ſo much cheaper, the conſumption, and conſequently the duties, would be much increaſed. Our iſlands, if declared independent, could not protect themſelves, nor is there a probability that the American States will have a navy ſufficient for that purpoſe. If added to France, the preſent Planters at leaſt, from their own accounts, muſt be ruined; for they ſay, they are nearly ſo at preſent, and ſurely their ruin would be compleated, if they had not the monopoly of our market, which pays them from 15 to 25 per cent. and ſome ſay more, above the price they could get elſewhere. Britain alone can afford them prices adequate to their neceſſities. This ſhould not have been ſtated, if it was not neceſſary to prove, that it is on account of the ſupply and navigation of the iſlands, they are valuable to us.

That the Weſt-India planters would derive advantage in their principal ſtaple, ſugar, from the

* It would amount to near two millions ſterling, if the conſumption ſhould continue the ſame as it was before the war, and all the preſent taxes ſhould be continued.

ſhipping of the American States being permitted to carry their produce to any part of the world, is very doubtful. It is univerſally allowed, that they cannot afford it on the ſpot, at the price that foreigners can; and the very increaſing cultivation of this article by the French and Dutch, is by no means likely to alter the caſe. The price of freight would undoubtedly be lowered by the competition; but it does not appear they would derive any other advantage, except, perhaps, having lumber a little cheaper for a year or two; but ſurely they are liberal men, and, on reflection, will not, from the moſt ſelf-intereſted motive, wiſh the greateſt miſchief to the empire: many do not; if any ſhould, we muſt not, for their emolument, ſacrifice the advantages of their trade, and eventually the marine of England. Much may be done in other ways for the Weſt-India planters and merchants. It is to be hoped, they will be relieved in the manner of paying duties, and that ſome will be lowered. The importer of ſugars ſhould have the ſame advantage the importer of tobacco has, by the late regulations. The former require a larger capital to anſwer the duty, becauſe the whole of it is paid upon importation, and amounts to about 7l. 10s. per hogſhead; it cannot be admitted as an argument againſt the propoſition, that much the greater part of the tobacco, and not above a tenth of the ſugar, is re-exported, and therefore the indulgence is unneceſſary. The

ſugar merchant ſuffers much, by not being able to come to an immediate market, the ſugar bakers only buying, as they diſpoſe of their refined goods: and the permiſſion to ſtore, might ultimately tend to a greater importation, and conſequently to a greater exportation of ſugar. To aſſiſt and preſerve the merchant, more efficacious means might be taken to prevent ſmuggling foreign * produce into

* There is nothing ſo loudly calls for the vigorous interference of the Legiſlature, as the preſent ſtate of ſmuggling in this country; not only for the ſake of revenue and morality, but for the ſake of trade, it is abſolutely neceſſary, ſtrong meaſures ſhould be adopted. It will hardly be found practicable to check the evil, unleſs duties are in part lowered, and the Parliament can reconcile itſelf to ſome of thoſe neceſſary ſeverities which are exerciſed againſt ſmugglers in other countries. Illicit practices ruin the commerce of the country in the hands of the fair merchant, and promotes additional burthens upon the people at large. There is good foundation for ſaying, that if all the articles liable to pay duty, and conſumed among us, did pay duty, the revenue would be increaſed two millions at leaſt; and in addition to the miſchief, ſmuggling is, in a very ſmall degree, a trade of barter. Thoſe concerned in it, purchaſe the articles for ſmuggling, from our rivals in trade, with the coin of the country, or with bills of Exchange, or raw wool. Smuggling corrupts our ſeamen, who are become viſibly leſs attached to their country; it habituates them to fight againſt their country; it gives them the expecta-

into theſe kingdoms; and it is to be wiſhed the ſtate of this country may allow the duty on rum in particular to be lowered;* perhaps it would be the only effectual means of preventing the illicit introduction of French brandies among us; and, for the ſake of increaſing the conſumption, it ſurely would anſwer to do the ſame in regard to many articles which pay very high duties. It is generally allowed that the duty on rum is too high for the purpoſe of raiſing a revenue, and that the Planter at preſent, has little or no profit on this article. Delays at the Cuſtom Houſe may be removed, and reforms made there in many points to the advantage of the trader, and of the revenue; but at leaſt inquiry ſhould be made into the ſtate of the port

tion of higher wages, which, excluſive of the expence, is miſchievous, rendering them idle and debauched; theſe lawleſs perſons ſacrificing one principle, readily give up all others, and in time of war take part with the enemy; betray their country by carrying intelligence; fit their veſſels as privateers commiſſioned by the enemy; at the ſame time ſmuggling on the coaſt, and capturing Britiſh veſſels. Theſe were, in a great meaſure the American privateers which appeared in theſe ſeas in the late war, ſeveral of them even now carrying upwards of 20 guns, are the preſent ſmuggling veſſels.

* The average quantity of rum imported for ten years, from 1773 to 1782, was, 2,062,842 gallons; ditto exported, 617,939.

duties,

duties, or rather charges in the Weſt Indies. The Cuſtom Houſes there are ſaid to be ſcandalouſly and unneceſſarily oppreſſive; and, except in caſes of great neceſſity, they prevent intercourſe between the ſugar iſlands; that intercourſe is kept up by ſmall ſloops and ſchooners, and conſiſts in an exchange of ſuperfluous ſtores. The uſual freights are from 30l. to 50l. and near half is paid for cuſtom fees, not taxes; which ſink in the officers' pockets. The Cuſtom-houſe offices are ſo beneficial, that perſons who act as deputies to their principals reſiding in this country, and by whom the office is farmed, are enabled to remit a large ſalary, to live well themſelves, and make a fortune in a ſhort time. Our iſlands alſo might be aſſiſted by encouraging the growth of indigo, coffee,* cocoa, cotton, tobacco,† and Indian corn,

* That we have markets for a greater quantity of coffee, appears from this, that although we raiſe a large quantity, foreign coffee to a conſiderable amount, is imported here through free ports. By far the greater part of the whole is re-exported.

† Tobacco is raiſed in St. Vincent's with very little labour, and might, with ſkill and attention, be greatly improved. It is of the ſame kind as that which makes the high-priced macaba ſnuff of Martinico. The Charib lands would be moſt profitably turned to the culture of tobacco and indigo. Dominica is ſaid not to be fit for ſugar, but would produce theſe articles and coffee.

on

on ſuch lands, as, from ſituation and ſoil, are unfit for the culture of ſugar; and there are great tracts of uncultivated lands in the iſlands very fit for thoſe articles.*

But above all, the utmoſt endeavours ſhould be exerted to reduce the price of our Weſt-India produce, ſo as to enable this country to ſupport a competition at the American as well as European markets; for which purpoſe a candid enquiry into the cauſes of the extraordinary price of Britiſh ſugars, when compared with foreign, might be uſeful. The reduction of the price would be the true and proper means of relieving that reſpectable body of men, the Weſt-India planters and merchants, to whom every attention is due; and, at the ſame time, of increaſing the trade of this country in that bulky article, ſugar,† which employs

* The cultivation of ſome of our iſlands certainly might be carried much farther than they are, which would be much better policy than increaſing the number of little iſlands, which diminiſhing the ſecurity, raiſe the expence of protection, at the ſame time that they are liable to be taken by a frigate, and 5 or 600 land forces. The produce of the iſland of Jamaica alone, it is believed, might be trebled at leaſt.

† The average quantity of ſugar imported during ten years into this country, viz. from 1773, to 1782 inclusive, was 1,514,428 cwt. The quantity exported was 140,631 cwt. which is leſs than a tenth of the importation.

ploys ſo much ſhipping. The planter will ſay, that it can only be done by opening the ports of the Weſt Indies for proviſions and lumber. It is already anſwered, that we had better give up the iſlands, than give up the advantages we derive from them; that a temporary riſe of proviſions and lumber, through an advantage taken from the particular circumſtances of the times, ſhould not be the occaſion of overſetting a ſyſtem on which ſo much

tion. A great part of this is ſaid to have been a refuſe ſort, which not being liked by our ſugar-bakers, was ſent to the Dutch. The average export of refined ſugars for eight years, viz. from 1774 to 1781 inclufive, was 51,342 cwt. The amount of refined ſugar conſumed in Ireland previous to the extention of their trade to the Weſt Indies, was eſtimated at 90,000 cwt. of this Great Britain ſupplied only 9000 cwt. conſequently 81,000 cwt. was refined in Ireland from raw ſugar imported there. The bounty on refined ſugars exported is 26s. per cwt. and yet it ſeems barely ſufficient to anſwer the purpoſe, although it is about one fourth of the price for which refined ſugar is ſold by us to foreigners. From this, a ſuperficial obſerver might conclude that the gain to Great Britain was only 75 per cent. Even this would be a very great advantage in ſome years; but as the whole price is paid by foreigners to the Engliſh refiner, and the bounty is only ſo much money transferred from the public to its members, it will be found that the intire ſum for which refined ſugar is ſold to foreigners is ſo much clear gain to the maſs of national wealth.

depends;

depends; and that the riſe is probably only temporary, ſurely, has already been ſufficiently proved; but the full anſwer is, that the difference of price between Britiſh and foreign ſugars exiſted, when our iſlands were open to all the ſhipping of America. It is ſaid the French are enabled to underſell us, becauſe they raiſe a great part of their proviſions in their iſlands, and alſo a conſiderable quantity of lumber, and that France can ſupply them with all articles cheaper than we can. The firſt is true; but the preceding examination, as to the probable future ſupply of America, ſeems to prove that the latter aſſertion is by no means founded, and as to the ſupply of negroes, we have ſuch a decided ſuperiority in the African trade, that it is allowed we have ſlaves one ſixth cheaper. It is alſo ſaid, that the ſoil of our iſlands is more ungrateful than that of the French, and that our mode of cultivation is much more expenſive; and the French ſay, we do not exact ſo much labour from our ſlaves as they do, that we feed them at a greater expence, and particularly that we are leſs induſtrious.

But the argument which is moſt ſtrongly urged, is, that the expenſive manner in which our planters live, cannot be accommodated to ſmall profit; that the French planters, in their manner of life, reſemble our yeomanry and farmers, and that our planters, except their having been lately rivalled by the magnificence of the Eaſt, are among the moſt

moſt ſplendid members of the empire. The anſwer to this difficulty does not immediately occur; but as long as ſo many of them generouſly ſpend their incomes among us, without expecting or requiring the moſt eſſential intereſts of the country ſhould be relinquiſhed for their advantage, Engliſhmen will not be jealous of the affluence of this very conſiderable part of the community, or repine at paying a higher price than their neighbours for Weſt-India commodities; but if expectations or requiſitions of the ſame kind ſhould be continued, we ſhall only obſerve, that bodies of men are too apt to imagine the empire ought to be accommodated or fitted to their intereſt, without recollecting that their intereſt ſhould rather be accommodated or fitted to that of the empire.

But there is no article, the extraordinary price of which appears ſo remarkable, as that of rum. It is ſurely very ſingular, that not only the foreign plantations underſel us, but even the Americans afford that article from 25 to 30 per cent. cheaper, and it is ſaid, even of a ſtronger quality; at leaſt of a quality which is liked by Indians, fiſhermen, and the lower ranks in general. This ſeems to prove ſomething fundamentally wrong; for the aſſertion, that the Americans can diſtil more rum from the ſame quantity of molaſſes, appears, at leaſt, contrary to reaſon.*

* The Weſt Indians, if equally ſkilful, muſt have great advantages over the Americans. It is ſaid, that

However, the conſideration of the means of reducing the price of Weſt-India commodities to the level of thoſe of the foreign plantations, is extremely worthy the attention of the planters and of the Legiſlature. It is an object of high national import, and might greatly promote the wealth and navigation of this country; and conſidering the bulk of Weſt-India commodities, viz. ſugar, molaſſes, and rum, particularly the former, the univerſality and extent of its conſumption, a conſumption in its infancy even in Europe, and ſtill more ſo in America, it is not improbable, that, in a few ages, the nation which may be in poſſeſſion of the moſt extenſive and beſt cultivated ſugar iſlands, ſubject to proper policy, will take the lead at ſea.

The carrying trade of the Weſt Indies muſt be therefore particularly attended to; and to encourage it, it ought to be a great object, in our commerce with thoſe iſlands, to have our ſhips go out full and return ſo; and ſuch is the proportion between the proviſions and ſtores, ne-

100 gallons of good molaſſes will, in America, make from 100 to 105 gallons of rum. Where the planters are careful to keep the boiling houſe and ſtill houſe going on together, above a third more rum is made than when they diſtil from molaſſes alone.

If a hogſhead of ſugar gives above 40 gallons of molaſſes, it is not unfrequent to make from 70 to 80, even 90 gallons of rum; ſixty-five gallons is a moderate quantity.

ceſſary

ceſſary for the Weſt-India iſlands and their produce, that it might be managed partly by a direct, and partly by a circuitous trade: but this object has been greatly neglected. Britiſh ſhips often went out in ballaſt, often not half loaded, and often returned with half a load: this may have ariſen from bad management in ſome degree. The American ſhipping, by various means, were monopolizing this buſineſs; they uſed to give their lumber at half the current price to thoſe who would load their veſſels with ſugar. They were encouraged, and ſent away loaded in a few weeks, while our ſhips often lay eight months waiting for a cargo, and at laſt were obliged to come away half loaded. One conſequence was, that Britiſh ſugar ſhips were gradually leſſening in number, every man concerned in them withdrawing himſelf as faſt as he could, and getting into other branches of trade. But Great Britain can never be abſurd enough to give out of her own hands the ſugar carrying trade; if that be kept up, the ſupply of her colonies with proviſions and ſtores ſhould follow of courſe,* and there is no reaſon for ſuppoſing that it cannot be put

* The tonnage of ſhipping, cleared outwards from America for the Britiſh and foreign Weſt Indies, in the year 1769, was, 101,536 tons; but this being the regiſtered tonnage, a third ſhould be added to make the real tonnage.

on a footing mutually advantageous to Britain and her Weſt-India iſlands. But if this is not properly managed, if the Weſt-India iſlands ſhould be opened to the Americans; inſtead of having a freight there and back, we ſhall not only throw away the great advantage of freight, but alſo of commiſſion, &c.

The idea of ſupplying the Weſt-India planters with lumber, &c. from America at prime coſt, charging only cuſtomary freight and commiſſion of 5 per cent. is founded on the following calculation, as well as on ſeveral others, which might be ſtated: In June or July, a ſhip may be ſent from hence, for example, to Philadelphia, (or any port in America,) with a cargo on freight, which is equal to the freight to Jamaica—ſuppoſe 600l. —ſhe would arrive there in September, load and depart in October, and in November arrive in Jamaica with freight equal at leaſt to 500l. and the commiſſion on 2000l. the amount of the cargo, at 5 per cent. 100l. more—ſhe might diſcharge that cargo (even delivering at different ports) in December, and load with the firſt of the new crop ſo as to arrive in England in May. and by that means be ready to perform the ſame circuitous voyage next year. This is no ſpeculative idea, for before we were ſupplanted, this trade was carried on, not unſucceſsfully, by many houſes in London. Various other modes of freighting ſhips will occur; ſome may leave

Britain

Britain in October, with manufactures, ſtores, &c. land them in the iſlands, carry rum to America, ſailing from the iſlands about the latter end of January, load back with lumber, Indian corn, &c. for the Weſt Indies, and there load with ſugars, &c. and ſail for Europe in June and July. Others might be ſent out from Europe to arrive in the Weſt Indies in June, load with rum, &c. for America, ſail the beginning of Auguſt, and during the hurricane months, diſpoſe of their rum, and load lumber to return to the Weſt Indies, and there take the gleanings of the former crop of ſugar. Some of our ſhipping may take a cargo early in the Spring, diſpoſe of part of it with the American States, then proceed to the fiſheries there, diſpoſe of the remainder of the cargo for fiſh, oil, lumber, &c. with which ſail to the Weſt Indies, and there load with ſugar and rum. Some ſugar ſhips, beſides a voyage to the Weſt Indies, made a voyage to the Baltic.

If Weſt-Indian merchants ſhould again become owners of ſhips, they may, by the circuitous trade above mentioned, be truly beneficial to the empire as well as to themſelves. The excluſive navigation of our colonies will make it anſwer to them, and at the ſame time it will check every riſing doubt relative to thoſe iſlands; and inſtead of that uneaſineſs and jealouſy which is derived from the ſuppoſition, that the planters would ſacrifice

our

our other colonies, and the navigation of Britain, for real or imaginary advantages to themſelves, and inſtead of regretting the extraordinary prices that are paid for their commodities, the friends of this country will vie in their good wiſhes and endeavours to promote every advantage that can be given to the iſlands.

With reſpect to the diſtreſs apprehended (by the planters, &c.) to ariſe from the want of daily and regular ſupplies from America, it is ill founded; there is certain information of no leſs then four pretty large veſſels now fitting out at Kingſton, and going to be eſtabliſhed in the trade between that place and Philadelphia; and it muſt be remarked, that before the war, there never were more than that number of regular and conſtant traders between thoſe ports. Sundry veſſels alſo are now fitting out, properly calculated for the carrying trade, between America and the Weſt Indies, in the Thames, and other ports of this kingdom.

Upon the whole, then, it appears, that without breach of the navigation law, and if the regulations of the preſent proclamations ſhould remain in force, in leſs than twelve months, the Weſt-India iſlands will be ſupplied from America with every thing wanted from thence, at as eaſy a rate, and in as great plenty, as before the war; and it will be attended with theſe additional circumſtances, that the profits will center

with our own merchants, at the ſame time that employment will be give to a multitude of Britiſh ſeamen.

Our Weſt-India iſlands will have many advantages in North America. The States cannot get rum elſewhere, in any quantity, of a good quality;* and though it appears large quantities were diſtilled by the New Englanders from molaſſes imported from the Weſt Indies, it was of a bad flavour, and was in great part exported coaſtways, and to the parts already mentioned. A great proportion of their own conſumption was ſupplied from our iſlands, and has been ſtated before as one of their greateſt imports. The importation into Canada and Nova Scotia, of the rum diſtilled by the American States, of courſe is ſtopped, and the uſe of foreign ſugars in thoſe colonies ſhould be prevented as much as poſſible.

The increaſe of the conſumption of ſugar muſt continue to a great amount; as yet it is not commonly uſed in one half of Europe. The conſumption of England and Ireland is ſo much increaſed, as to take almoſt the whole produce of our iſlands. France is increaſing her ſugar plantations; and bad management or extravagance

* The rum from Demerary (which is in great part ſettled by planters from Barbadoes) is good, but the quantity is inconſiderable. Surinam has but one diſtillery.

chiefly

chiefly, can prevent our iſlands from ſelling as cheap as the French, although they now underſel us ſo greatly. The Spaniards cultivate barely ſufficient ſugar for their own conſumption. The Southern Provinces of the American States never can ſucceed in that article,—froſts and north-weſt winds will prevent. Attempts have been made at New Orleans, and have failed. A great field, therefore, will be open for the ſugar colonies; and when it is neceſſary to relieve them, it muſt be done by other means than the facrifice of our carrying trade, the nurſery of our ſeamen. Canada and Nova Scotia will ſoon amply ſupply the principal articles wanted in the iſlands, except Indian corn and rice; and if there ſhould be a difficulty in getting theſe articles, the barley, oats, rye, and peaſe which Nova Scotia, St. John's, and Canada produce to great advantage, will afford an excellent ſubſtitute, and in the opinion of ſome, they will be far preferable to Indian corn and rice.

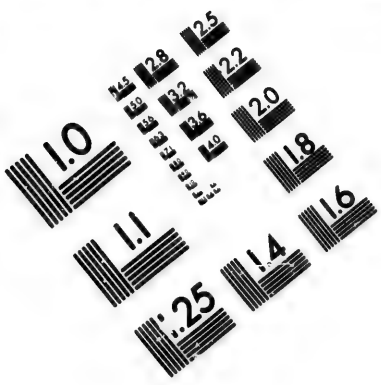
If the American States ſhould endeavour to pay their debts,* their commerce will be burdened with

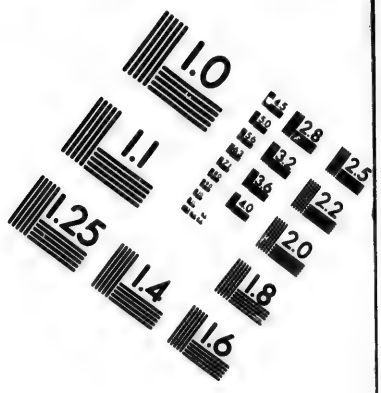
* America emitted 200 millions of dollars, or above 40 millions ſterling in paper, and then borrowed. A pamphlet lately publiſhed at Philadelphia by Congreſs, and ſaid to be written by Mr. Morris, ſtates, the foreign debt on the 1ſt of January laſt, at 7,885,085 dollars; the domeſtic debt 34,115,290 dollars; the annual intereſt

with duties and taxes, and the lands and produce of the farmers muſt for ſome time lie under very heavy

tereſt to be paid 2,415,956 dollars; they are believed to be more. The above debts are excluſive of the paper money depreciated in the hands of the public, and alſo excluſive of the army or commiſſary certificates that were not yet called in or ſatisfied, and of the debts of the ſeveral States for their ſeparate expences and defence, which are very conſiderable. Although the Americans ſay their foreign debt is only two millions, and their domeſtic debt about ſeven millions, yet there is reaſon believe their whole debt is at leaſt eighteen millions ſterling France ſent (not included in the debt) above 600,000l. ſterling in ſpecie to America, being obliged to ſend cash, finding her bills for a long time, from 20 to 30 per cent. below par, whilſt bills on London were at the ſame time above par, in Philadelphia and Boſton. Towards the cloſe of the war, French bills, from the punctual payment of the preceding draughts, roſe nearly to par; but the purchaſers were taken in; the French court ſtopt payment for twelve months, promiſing intereſt. The holders, in want of ready money, were obliged to allow a diſcount from 16 to 20 per cent. to raiſe it on thoſe bills, which loſs was one cauſe of ſeveral capital failures. From this it may be fairly inferred, that French credit and French paper are not likely to be on a par with Engliſh, in America.

It has been aſked, what is become of the money we have ſent, during the war, to America? Very little money was officially ſent to America after the firſt year or two of the war; during that period, thoſe who





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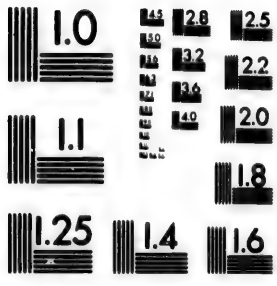

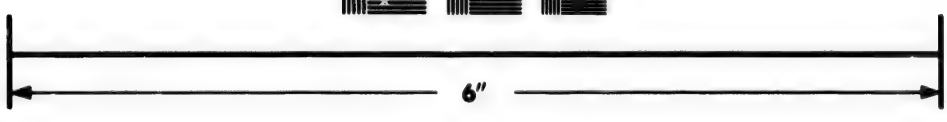

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heavy impoſitions. If, then, the agriculture and commerce, and fiſheries of Canada, St. John's, Nova

had the contract for ſupplying the army with gold, ſent out a great quantity of Portugal coin; but finding the charge of inſurance and freight leſſen the value of the contract, it was contrived to ſupply the army without ſending more ſpecie than was juſt requiſite to give the contractor's agents the command of the exchange, which was done by ſending ſmall quantities occaſionally: thoſe agents, in different parts of America, drew upon the contractors in favour of ſuch perſons as had occaſion to make remittances to England; ſo that, in fact, our army, on the other ſide of the Atlantic, was paid and ſupported by our manufactures inſtead of money, which, in ſome meaſure, may account for the apparent eaſe with which ſuch expenſive operations were carried on, and for the little ſpecie that ſeems to be in circulation, where ſo much expence has been incurred: but of the money which went, ſome is come back; a conſiderable part is the circulating caſh within our lines. Many Britiſh ſubjects in New York have very large ſums in their poſſeſſion. The emigrants from thence to Nova Scotia will carry a very conſiderable ſum with them. The Dutch and Germans, whoſe number is not inconſiderable, have hoarded up; and it is believed, conſiderable ſums are concealed. Part went into the country for proviſions; much proviſions could not be brought in clandeſtinely, and the greateſt part of the money came back to New York, &c. to purchaſe Britiſh goods, or to purchaſe bills of exchange, which were ſent in payment to Europe and the Weſt Indies. The caſh or ſpecie of the American States, previous to the Non-importation

Nova Scotia, and Cape Breton, be left not only free, but receive proper encouragement, the important

portation act, which took place in 1775, is computed to have been between two and three millions. They received no ſpecie from France or the Havannah, or other foreign parts, until late in the year 1780; and it may be preſumed, that, in the mean time, the various and continual drains muſt have exhauſted the States of more than half of the above-mentioned ſpecie. In 1780, very few of the wealthieſt merchants in the revolted provinces were poſſeſſed of one hundred pounds ſterling in ſpecie, or could raiſe it. From 1780 to the cloſe of the war, there was an importation of money in ſmall quantities from the Havannah, and in larger from France; yet it is by no means probable, that the ſpecie imported in this period, equalled what had been previouſly exported from 1775 to 1780; but as paper credit in 1780 and 1781 was entirely deſtroyed, ſpecie became the only medium of circulation; and this rendering what little commerce there was, more certain, induced thoſe few, who had hitherto concealed their money, to bring it forward into circulation; and the country, having for near five years ſeen nothing in the markets and commerce, but paper, was ſurpriſed to find every man with ſpecie in his hand, and thence haſtily inferred, that the quantity had by ſome means been greatly increaſed; whereas, the moſt probable eſtimate, and the moſt favourable for the country, is, that the preceding deficiencies were replaced by the ſpecie from France and the Havannah. The cloſe of the war ſhut up thoſe two reſources; ſince which, large ſums in ſpecie have been ſent, and are daily arriving in Europe from America,

portant conſequences are too evident, to need their being pointed out or enlarged on. The diſtilleries, the fiſheries, and ſhip building, have heretofore been the only reſources and ſupports of the commerce of the New-England States. A large proportion of the ſhips, when built, were ſent to the Weſt Indies with cargoes of timber, lumber, and fiſh; and to Europe, to be ſold or take freight; and a great part of the rum diſtilled in the American States was conſumed in Nova

from the want of other articles to make remittances with, and no reſource is left the Americans at this time for ſpecie, but our fleet and army at New York. Money to a conſiderable amount came alſo to New York, to purchaſe Britiſh manufactures or bills of exchange, from Philadelphia, gained by an advantageous trade to the Havannah. And much money went from Philadelphia, and other parts of the American States, to St. Euſtatia, before it was taken, to purchaſe our manufactures from the Dutch; ſo that it is not probable much ſpecie will remain in America in conſequence of the war, but that ſhe will have conſiderably leſs than ſhe had before the war. Her exports were prodigiouſly diminiſhed, and ſometimes almoſt ceaſed. The greater part of the goods ſent from Britain was paid for in ready money. After the idea of ſtarving our people was over, the Americans would have gotten all our money, and would have ſhewn themſelves better politicians, if they had ſuffered proviſions to go publicly into New York; it would have enabled them to carry on the war.

Scotia,

Scotia, and in Canada, and in the fiſheries on the banks of Newfoundland, &c. But the diſtilleries may be carried on to as great profit in Nova Scotia as on any part of the continent, if it ſhould be thought good policy, as may alſo the important buſineſs of ſhip building; and nothing can be more evident than that Nova Scotia, and St. John's iſland, are better ſituated for the fiſheries, than any other country whatever. In ſhort, if proper attention be paid to Nova Scotia, and St. John's iſland, the lands in thoſe provinces, at preſent of little value, will increaſe in their price more rapidly than can at firſt be imagined, and their produce in every reſpect will be infinitely advanced and improved.*

If

* Letters from Nova Scotia mention, that the Refugees are much pleaſed with the country, and with the attention and hoſpitality of the inhabitants and officers of the garriſons. That province and St. John's require immediate attention, while ſuch multitudes of Refugees are looking out for ſituations and employments.

The climate of Nova Scotia has been much miſrepreſented; it is not colder than the Maſſachuſets; and the ſea air round the peninſula of Nova Scotia makes it more temperate, both in ſummer and winter, than the former, which being a continent, is rendered more cold by the winds that blow over the quantities of ſnow which covers the Northern parts of that great continent. The interior part of Nova Scotia, which

If we preſerve our navigation laws entire, it is obvious how convenient Canada and Nova Scotia are to our iſlands; we ſhould therefore put thoſe colonies on the beſt footing poſſible;* and the govern-

which is fine, is known to few: thoſe who have viſited only Halifax and the ports, judge of it from its rocky coaſt. The fogs which prevail during part of the ſummer on that part of the coaſt towards the bank of Newfoundland, ceaſes generally at Scateri iſland, and does not extend into the country above three or four miles. The entrance into Halifax harbour may be ſometimes difficult, but there are plenty of the fineſt harbours along the coaſt. Spaniſh River at Cape Breton will become a principal ſettlement. It is near the French, and has an excellent harbour for ſhips of war, and ſhould be fortified.

* Since the publication of theſe obſervations, the author has been informed, that inſtructions were ſent along with the Quebec act, to the Governor of Canada, which poſitively enjoined him to allow the writ of Habeas Corpus to every ſubject, as his birth-right. Whether the Governor has in all inſtances obſerved it, during the war, the author is not informed; but where the writ of Habeas Corpus is in force, the government cannot be ſaid to be military. The perſons therefore of the Canadians may be as ſecure as the perſons of the citizens of London. It is alſo ſaid, that the clamour againſt the preſent form of government there, comes from the few—that the Canadians prefer it to any other; that is, ninety-nine in a hundred approve of it. If that be fact, it overſets all the obſervations on

government of Canada ſhould be altered. But the undertaking is delicate and difficult, and ſome of our ableſt politicians will object. That the Canadians in general are diſcontented under their preſent government, appears from the aid and countenance which they gave the American army when in Canada*. If we are not wiſe enough to give them a free conſtitution and government, agreeable to the wiſhes of the people, the encouragement and

the ſubject of that government; it is more reſpectable than all the theories that can be formed. It is added, that although the Canadians have not a trial by jury in civil, they have in criminal caſes; and that the people of Scotland, as well as of other countries, do not complain, becauſe they have no trial by jury in civil caſes. As to the ſecurity of their property, it is ſaid, the legiſlative council can exerciſe no authority, but what it derives from an act of Parliament; it can impoſe no other taxes on the people, than ſuch local, ſuch parochial impoſts, as are impoſed by every corporation and veſtry in England. No property, therefore, is taken arbitrarily from the Canadians.

* It did not ariſe from a wiſh to return to the dominion of France; they had experienced the advantage of belonging to Britain. They were kept poor under the French government: they have grown rich under ours. Their prieſts acknowledge that they have, in great meaſure, loſt their influence. The French Canadians were diſſatisfied, but the ſettlers ſince the peace of 1763 ſtill more ſo. The cauſe of their diſcontent will be explained.

aid

aid they will have from their neighbours, may promote the wiſh of a government independent of Great Britain. A military police is bad for a town, except in a ſtate of war, but totally inadequate for the government of a large country, ſuch as Canada.* The exorbitant fees of office, the expence of obtaining juſtice in the courts there,† and the great diſtance, in many caſes, from them, are conſidered as weighty grievances, and are loudly

* The north ſide of the province of Quebec, from Detroit to St. John's River, which divides it from Labrador, is 1200 miles in length, by about 150 in depth, excluſive of the part ſouth of the river St. Lawrence, and is by far too great an extent for one government; but it is by no means certain, that it will be good policy in England to encourage ſettlements above Montreal. Nova Scotia will make two governments: the diviſion is obvious. In the fine harbour of Paſſamaquady there is a good ſituation for a frontier town. If the provincial corps that are to be carried to Nova Scotia and diſbanded there, ſhould be put on a proper footing, they may continue to be of great ſervice, and lay the foundation of future ſafety. A ſmall additional expence, as the officers are to be on half pay, and reſide in the country, would enable thoſe corps to aſſemble occaſionally, and with them, two regular battalions at Halifax, might be ſufficient for the province, unleſs a battalion towards the frontier of New England ſhould be neceſſary.

† Their courts have been put on a reſpectable footing, and moderate fees have, not long ſince, been eſtabliſhed.

com-

complained of by the Canadians. If we could find out what government they would like beſt—if they could agree in their ideas of the beſt form of government,—they ought to have it according to their wiſhes, except in ſuch points as claſh with the neceſſary commercial intereſts of the country that nurtures, encourages, and protects them. All grievances, and every ſource of jealouſy or ſuſpicion ſhould be removed; every inhabitant would then apprehend a change of government as the greateſt evil, and every man would readily take arms for its defence; and by thoſe means only, the provinces ſhould be preſerved. No taxes ſhould in future be impoſed by Great Britain; nor ſhould any be raiſed, but for their own benefit, and for their defence and ſecurity*; when they are able, they ſhould pay the whole of their expences, and fixed ſalaries to their governors, &c. At preſent they have no repreſentatives; they ſhould have a General Aſſembly, and trial by jury, in civil as well as criminal caſes. If their conſtitution ſhould be formed on

* Nothing could be more impolitic, or of a more miſchievous tendency at the time, than the law paſſed not long ſince in Eaſt Florida, for raiſing a perpetual revenue of 5 per cent. upon foreign trade, at the diſpoſal of Parliament. It would have produced little; and it had the appearance of proceeding from the ſuggeſtions of thoſe in power, contrary to the principle which it was ſo neceſſary to impreſs.

the beſt plan of our late colonies *, it will draw many inhabitants from them, affording an aſylum to the oppreſſed, and to thoſe who may ſee the advantage of living under a Britiſh government, and enjoying its benefits: theſe provinces will ſuddenly become powerful, and objects of envy to thoſe who have preferred anarchy, diſtraction, and heavy taxes, to the equitable and wiſe government offered to them by the commiſſioners. But unleſs a free conſtitution be given, the emigrations from the American States (which, it may be expected, will be very conſiderable) would

* In ſome of the colonies, the Council was appointed by the Crown, and the office was held during pleaſure. In other colonies, it was choſen annually by the people. The Council ſhould be more independent of the Crown, and entirely independent of the people: the members of it ſhould hold their offices during their good behaviour. If prejudice or policy ſeem to make it neceſſary, that none but Proteſtants ſhould be of the Council, yet Roman Catholics ought to be capable of being elected of the Aſſembly. The Council would be a ſufficient check on them. Europe, now in a great meaſure devoid of fanaticiſm and prieſt-craft, and the policy ſupported by them, might learn liberality in theſe matters from America. Proteſtants have been elected of the Aſſembly in Maryland by Roman Catholics; yet in the moſt ſalutary meaſures, the timid prudence of our Miniſters is apprehenſive of exciting the clamours of bigotry, and of ſupplying the enemies of their country with an opportunity of miſchief and ſedition.

only

only tend to weaken the power of government in that country, and bring about a revolution. This may be the beſt, and the only means to prevent a wiſh, to ſeparate from this country; for, with a proper conſtitution, the Canadians might be as happy a people as any on earth; and independence, that is, a ſeparation from this country, would prove the greateſt curſe, depriving them of the very great and many advantages they will have over the American States, by their being a part of the Britiſh empire. It is obvious, that, if added to the Union, they would fall into a much more inſignificant ſtate.

Even if they ſhould be conquered, they muſt be left by the conquering ſtates to their own government or independance. As an American ſtate, they would have every obſtacle thrown in the way of their improvement. The pay of the garriſon, the advantage of the Britiſh money and market, will give briſkneſs to their trade; and the conſequence will be, that ſo long as we make their ſituation eligible, they will chuſe to be dependant on us. Nothing will preſerve theſe countries to us, in a future ſtage of ſettlement, but their own will and conſent; nor are they worth keeping on any other terms. This is only to be obtained by communicating to them ſuch advantages as will make their political and commercial ſituation preferable, in a comparative view, to that of the American States; and every meaſure that may have more reſtraint than

real utility to the mother country, ought to be avoided. In our colonies, the penal laws that may now exiſt againſt Roman Catholics, ſhould be equally repealed, as they have been already by the American ſtates. The Roman Catholics have proved themſelves, throughout the war, good ſubjects. There are ſeveral in Nova Scotia and St. John's; and particularly ſome of the old Acadian race, who have behaved in like manner. Whatever makes mankind moſt eaſy and contented, are the beſt means to fix them, and render them averſe to changes. The penal laws are nothing leſs than cruelty and injuſtice, where there is no neceſſity for them; they ſacrifice the happineſs and utility of a great number of peaceable ſubjects to the deſpicable humours of jealouſy and peeviſhneſs; and whatever cauſe there was for caution, ſurely is now at an end.

Whether it be expedient to encourage ſettlements in the iſland of Newfoundland, has, and may be, conteſted. Sedentary fiſheries acroſs the Atlantic, under all their circumſtances, are objectionable; but whether it is not ſtill more dangerous to ſuffer ſettlements to form themſelves without ſyſtem, can ſcarce be a queſtion? From 5 to 8000 Britiſh and Iriſh, employed in the fiſheries, remain behind on the iſland. Their occupation in winter, is getting a few furs, cutting wood, preparing timber for the fiſh-ſtages, building and repairing boats, and occaſionally fiſhing,—they take advan-

advantage of the very firſt of the ſeaſon, in their ſhallops and boats, and have ſome cargoes prepared for the earlieſt of our trading ſhips that arrive; and it is ſaid, the beſt fiſh is caught in winter. It is urged that it would be prejudicial to prevent our people from remaining behind during the winter.—The paſſage from Britain or Ireland to Newfoundland, or the Bank, is ſeldom performed in leſs than a month or five weeks.—The New Englanders were there in ten or twelve days, which gave them a manifeſt advantage.—Settlements on Newfoundland or Nova Scotia, will have the ſame advantages over the New Englanders, that the latter had over us. The fiſhermen of Nova Scotia may take the advantage of fair weather, and run out on the neighbouring banks during the winter, which the New Englanders cannot do; but it does not occur why ſettlements on Newfoundland are more objectionable than at Nova Scotia; yet they cannot be recommended under the preſent ſyſtem of a floating Governor, who does not remain in thoſe parts more than three or four months in the year:—ſuch, is not worthy the name of government.* Although, for the ſake of a neceſſary control over the fiſheries, it may be proper to veſt the command both by land and ſea in the Admiral, as has hitherto been the caſe, when he is on that ſtation, ſurely

* The officer who commands the ſhips of war on that ſtation, is always Governor.

a Lieu-

a Lieutenant-Governor to aſſiſt him, and command in his abſence, ſeems neceſſary. But ſhould the preſent opportunity of forming the governments of the remaining colonies be neglected, it will never recur again. This is the moment; while they are in their infancy, it may be managed with propriety, and little difficulty; and if their navigation is encouraged, ſurely their ſeamen, being entitled to the ſame advantages, ſhould be liable to the ſame ſervices as Britiſh ſeamen. In forming the governments of our old colonies, proper principles were neglected; and, ſince that time, temporiſing Miniſters often, perhaps ſometimes ignorantly, have given way to intereſted clamour: we have experienced the conſequence. The truth is, they were formed at firſt almoſt without ſyſtem. We ſhould have led them by proper encouragements to ſuch points as would not interfere with us; and we ſhould only have encouraged colonization in ſuch parts, where the ſtaple commodities would not claſh with our own, but would enrich and employ the coloniſts, furniſhing materials for commerce.

In competition with the American States, Canada and Nova Scotia will have many excluſive advantages. We muſt reſerve to our remaining colonies, thoſe to which they are entitled. We owe it to the Loyaliſts.* The inhabitants of

* Every encouragement or advantage given to Canada and Nova Scotia will be given in a great meaſure to the Loyaliſts, who may ſettle there, and who ſo well deſerve it.

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Nantucket and the Fiſhing Coaſt will migrate to Nova Scotia for the ſake of the ſuperior advantages of our fiſheries, and from other parts of the American States, for different advantages, which Britiſh ſubjects ſhould excluſively have. If we do not reſerve theſe advantages to our colonies, not content with the irreparable and for-ever-debaſing ſacrifice of the Loyaliſts and their property to the rebels, we continue to hold out a premium for rebellion *. But if our remaining colonies are put on a proper footing, nothing could be more deſtructive to their intereſt than a ſeparation from us, either by revolt, or by conqueſt.

We are told it is proper to court the trade with the American States.

Their treaties with France and Holland, in direct terms, forbid our being put on a better footing than thoſe countries.* The ſtate of our manufactures make

* A very different ſyſtem is neceſſary for the exiſtence of government. The late Miniſters ſeem to have acted on ſuch principles, that if civil war or rebellion ſhould ariſe, it cannot be ſuppoſed any reaſonable or reaſoning man will ſupport Government, till what has been done is expiated. The Proviſional Articles tell us, every thing is to be loſt, by ſupporting the Legiſlature, and every thing to be obtained by rebellion.

* Article II. of the Treaty of Commerce between France and the United States of America, "The moſt Chriſtian

make it unneceſſary; and, in general, nothing can be more weak than the idea of courting commerce.* America will have from us, what ſhe cannot

King and the United States engage mutually not to grant any particular favour to other nations, in reſpect of commerce and navigation, which ſhall not immediately become common to the other party, who ſhall enjoy the ſame favour freely."

* By ineffectual and unneceſſary attempts to court American commerce, we ſhall diſguſt nations with whom we have great intercourſe, and prejudice the beſt trade we have. Our exports to the Baltic and the countries North of Holland, are equal to what our exports to the American States were at any time; and more real Britiſh ſhipping has been employed to the North, than had ever been employed to the American States. Before the war, very few Britiſh ſhips went to the ports north of Philadelphia; they went principally to the Southern States.

Liſts of Ships that paſſed the Sound, to and from the Baltic, for three years preceding 1782.

Nation.	Ships in 1779.	Ships in 1780.	Ships in 1781.
Britiſh	1651	1701	2001
Dutch	2075	2058	9
French	0	0	0

The Britiſh ſhipping that went to Hamburg and other ports of the North, was alſo very conſiderable, but of the 2001 Britſh ſhips that paſſed the Sound to and from the Baltic, the greater part made two voyages, and

cannot get cheaper and better elſewhere, and what we want from her, ſhe will ſell to us, as cheap, as ſhe will to others. But in other reſpects ſhe will aſſume a tone of importance, ſhe will partake of the nature of new men; ſhe has indulged and will indulge herſelf in puerile inſolence; in that, perhaps, ſhe will not ſhew herſelf much unlike her parent—but ſhe has ſenſe and information; all her people, in ſome ſhape or other, are commercial, and in that line particularly, they are knowing and intelligent.* The truth is, we want

and probably we had not more than 6 or 700 ſhips employed in that trade.

The Dutch and French trade was carried on to the Baltic in neutral ſhips. Many of the Dutch merchantmen went under Imperial, Swediſh, Pruſſian, Ruſſian, or Daniſh colours, and ſome Engliſh ſhips did the ſame, by which they ſaved conſiderably in the premium of aſſurance.

* There would be a great abſence of ſenſe and intelligence, if they ſhould refuſe either lumber or proviſions to our ſhipping. They could not take a more certain and effectual means of encouraging and eſtabliſhing the rival trade of our remaining colonies. They would compleatly do what the Britiſh Legiſlature ought to do, they would give the monopoly of the ſupply of our Weſt-India Iſlands to the Britiſh dominions. It may be here remarked, that none but the moſt unthinking can ſuppoſe Ireland will continue to give the monopoly of her market to our Weſt-India Iſlands, unleſs her ſhare of the monopoly of the Weſt-India markets is preſerved to her. Ex-

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want little of her produce in Great Britain, coarſe tobacco excepted. The fineſt tobacco grows in the iſlands, and in South America. The indigo of the iſlands and of South America, is infinitely better than that of North America; but we muſt take theſe and naval ſtores, and other articles from the American States, which may be got as good or better elſewhere, in return for our manufactures, inſtead of money. In payment, for want of other ſufficient returns, large quantities of tobacco muſt come to Great Britain; and we can afford to give the beſt price for it, by taking it in exchange for our manufactures. The other principal advantage we derived from the tobacco trade, was, the employment of our ſhipping and ſailors; we manufactured little for exportation, we ſorted it for the European markets, and we may ſtill have the carriage of much of it from hence to thoſe markets. We ſhall have tranſports and ſeamen

cept linens, Ireland has no trade of conſequence but proviſions. The preſent ſyſtem encourages the American States to a competition with her. No man can doubt the great advantage of the proviſion trade of Ireland to the empire It is this trade that principally enables Ireland to furniſh ſo many ſailors. The following exports in 1776, will help to ſhew what it is, and that it ſhould not be diſcouraged, muſt be evident;—Barrels of beef 203,685; ditto of pork, 72,714; flitches of bacon, 24,502; butter, 272,411 cwt. tongues, 67,284; oats, 93,679 qrs. oatmeal, 39,428 barrels; Herrings, 15,192 barrels.

in plenty unemployed, to carry our manufactures to America, and to carry on the trade of the Weſt Indies, and ſo far from giving up any of the carrying trade, we ſhould exert ourſelves to prevent our unemployed ſeamen from paſſing over to the Americans. This miſchief there is great reaſon to fear, is now daily happening. We cannot therefore be too attentive to prevent the progreſs of an evil, which vitally affects the intereſts of Great Britain.

Inſtead of exaggerating the loſs ſuffered by the diſmemberment of the empire, our thoughts may be employed to more advantage, in conſidering what our ſituation really is, and what are the greateſt advantages that can be derived from it. It will be found better than we expect; nor is the independence of the American States, notwithſtanding their connection with France, likely to interfere with us ſo eſſentially, as has been apprehended, except as to the carrying trade, the nurſery for ſeamen, and this it is in our power to prevent in a conſiderable degree. The carriage of what we uſed to ſend to America, was much leſs than of thoſe articles which we brought from thence; a few tobacco ſhips will carry back as much of our manufactures as all the American States will conſume. *We muſt therefore retain the carrying trade wherever we poſſibly can.*—But the demand for our manufactures will continually increaſe with the increaſing population of Ame-

rica. Deſponding politicians may derive ſome comfort from the proſpect, that if the American States ſhould hereafter be able to manufacture for themſelves, new channels of commerce will be opened, and the inland parts of the continent will require an inexhauſtible ſupply. Britiſh manufactures will for ages aſcend the great rivers of that continent, and by means of a moſt extraordinary inland navigation,* will be diffuſed through a coun-

* It is remarkable, that there is only one mile portage between Cayahoga river that empties itſelf into lake Erie, which finally runs into the river St. Laurence, and the river Muſkingum, which runs into the Ohio, and communicates with the gulph of Mexico. Notwithſtanding the navigation of the rivers St. Lawrence and Miſſiſſippi is obſtructed in Winter and Spring; in the firſt by ice, and in the latter by the rapidity of the waters; and notwithſtanding the diſtance is not above 60 miles between the navigable part of the Potomach, which runs into the Cheſapeak, and a navigable branch of the Ohio, yet the river St. Lawrence, the Lakes, the Ohio, and Miſſiſſippi, with the Oneydo, Mohawk, and Hudſon's rivers, as already mentioned, will be the principal communications of the vaſt country beyond the mountains. The navigation of the Potomach, eight miles above Alexandria, will admit only flat boats. The Suſquehanna being full of rapids and falls, and not deep, the navigation of that river is bad. All the rivers of the American States which run into the ocean have in general bad navigation, and only

a country more fertile, more ſuſceptible of population, and four times more extenſive than all the American States. The dereliction of ſuch a country, by the late inglorious treaty, has deeply

only for flat boats from 5 to 30 tons, except as high as the tides flow; but the Miſſiſſippi has no tide, and the rivers which fall into it run through a flat country, and are navigable to their ſources.

Half that river has been reſerved to us by the Proviſional Treaty with the American States; but the right to the half, where the country on both ſides belongs to Spain, is not mentioned in the treaty with the latter. If we had kept the Floridas, Britain would have been the moſt neceſſary ally to Spain; Canada and Nova Scotia on the back, and the Floridas in the front, would have awed and kept down the enterprizes of the American States againſt New Spain. The Indians, who are powerful towards the Floridas, much more ſo than elſewhere, will ſoon be incited againſt the Spaniards. They will be ſupplied with arms and ammunition.—Thoſe provinces would have been a good-barrier between the American States and our iſlands. In our hands they would become populous by the migration of Loyaliſts and other advantages, inſtead of remaining almoſt deſart under the Spaniards, and if conſidered as a curb on Spain, her trade might be more effectually moleſted from the harbours of Florida, (near which every ſhip from the gulph of Mexico and the Havannah muſt paſs) than from Gibraltar. There is not a finer harbour, than that of Spiritu Santo, or the Bay of Tampa, in Eaſt Florida.

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wounded the honour, and perhaps the conſtitution* of Britain, and the American States might well receive with aſtoniſhment, the unexpected gift; yet the gift however diſgraceful to ourſelves and unneceſſary, will be vain and uſeleſs, if not miſchievous, to the new ſovereign. The authority of the Congreſs can never be maintained over thoſe diſtant and boundleſs regions,† and her nominal ſubjects

* The application to Parliament to enable the Crown to make peace with America, acknowledges, that the Royal prerogative was not competent to diſmember the empire; but the act which paſſed on that occaſion, by no means, enables the Crown to diſmember the Province of Quebec, (formed by act of Parliament) no part of which was then in rebellion, or in the poſſeſſion of the rebels. The act, after mentioning the Thirteen revolted Colonies *by name*, gives a power to his Majeſty, "to conclude peace or truce with the SAID Colonies, any law or act of Parliament, matter, or thing, to the contrary, notwithſtanding." And alſo, "To repeal, annul, and make void, or to ſuſpend for any time, the operation and effect of any act or acts of Parliament, which relate to the *ſaid* Colonies." — But the act gives no other power.

† They can derive no benefit from the American States, and they will be little diſpoſed to ſhare their taxes and burdens. The ſettlements on the weſt ſide of the Allegany mountains are already very conſiderable. Twenty thouſand people at leaſt have ſettled during the war along the eaſtern banks of the Ohio, from Pittſburg to Kentuck, and

ſubjects will ſpeedily imitate and multiply the examples of independence. But it will be a long time before the Americans can manufacture for themſelves. Their progreſs will be ſtopped by the high price of labour, and the more pleaſing and more profitable employment of agriculture, while freſh lands can be gotten; and the degree of population* neceſſary for manufactures cannot be expected, while a ſpirit of emigration, eſpecially from the New-England provinces, to the interior parts of the continent, rages, full as much as it has ever done from Europe to America. If manufacturers ſhould emigrate from Europe to America, at leaſt nine-tenths of them will become

and the Aſſembly of Pennſylvania has already been obliged to make a law, declaring it treaſon for any perſon or perſons to form independent communities in the weſtern parts of the ſtate.

* The following account of the population of the American States has the authority of Congreſs. It is only an eſtimate, except Rhode Iſland and Connecticut: the reſt, it is acknowledged, is ſet too high, and that the ſlaves are included. The beſt accounts ſtate the number of whites in the American States, as not exceeding 1,700,000. The artifice of repreſenting them as near 3,000,000 at the beginning of the war, is not now denied.

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come farmers; for they will not be confined to manufactures, when they can get much greater profit by farming.*

No

An eſtimate of the inhabitants of the United States of America, to be made the baſis of an aſſeſſment in the reſpective States.

	Inhabitants.	Proportion of 1000.
New Hampſhire,	82,200	34
Maſſachuſſets Bay,	350,000	147
Rhode Iſland,	50,400	21
Connecticut,	206,000	86
New York,	200,000	84
New Jerſey,	130,000	54
Pennſylvania,	320,000	134
Delaware,	35000	15
Maryland,	220,700	92
Virginia,	400,000	167
North Carolina,	200,000	84
South Carolina,	170,000	71
Georgia,	25,000	11
	2,389,300	1000

* Yet the emigrants from Europe to the American States will be miſerably diſappointed; however, having got into a ſcrape, they may wiſh to lead others after them. When the numberleſs difficulties of adventurers and ſtrangers are ſurmounted, they will find it neceſſary to pay taxes, to avoid which, probably they left home, and in the caſe of Britons, gave up great advantages. The ſame expence, the ſame induſtry that became abſolutely neceſſary to ſave them from ſinking in America, if

No American articles are ſo neceſſary to us, as our manufactures, &c. are to the Americans, and

if properly employed in moſt parts of Europe, would give a good eſtabliſhment, and without the entire ſacrifice of the deareſt friends and connections, whoſe ſociety will be ever lamented, and whoſe aſſiſtance, although not to be exerted at the moment, might at other times be moſt important.

The abſolute neceſſity of great exertions of induſtry and toil, added to the want of opportunity of diſſipation, in the ſolitary life of new ſettlers, and the difficulty and ſhame of returning home, alone ſupport them there. They find their golden dream ends, at moſt, in the poſſeſſion of a tract of wild uncultivated land, ſubject in many caſes to the inroads of the proper and more amiable owners, the Indians.

Emigration is the natural reſource of the culprit, and of thoſe who have made themſelves the objects of contempt and neglect; but it is by no means neceſſary to the induſtrious. It is generally calculated, that not above one emigrant in five ſucceeds ſo as to ſettle a family. Thoſe who cannot ſtay at home, would do better if they emigrated to our Weſt-India iſlands; they might there lay out their time and fortune with a greater proſpect of ſucceſs, than in the woods of America.

The motives that induce emigrants, except culprits, to leave their country, are generally, to avoid taxes, and make a fortune. America is certainly not now the country to ſuit them. — There is no country in Europe that pays ſuch heavy taxes as the American States; and as the number of thoſe who poſſeſs large fortunes are inconſiderable, the taxes of courſe, fall heavier on the lower

and almoſt every article of the produce of the Ame-

ranks. An Engliſhman thinks nobody pays ſuch heavy taxes as he does; but when he ſees the liſt of thoſe now levied in the States, he is aſtoniſhed.

Before the revolt, the expences of the provincial governments of America were defrayed by a poll-tax, and aſſeſſment on eſtates, and by an impoſt on exports and imports. The mode of taxation differed however in the ſeveral provinces. It is ſaid that the province of New York paid, under the Britiſh government, only the forty-fifth part of the ſum at which it is now taxed. The taxes in general are ſo high that they cannot poſſibly be paid. In New England, a general exciſe has been laid on all foreign articles; from two and a half to five per cent on wines, brandies, tea, rum: and on many other articles, to a ſtill higher rate, amounting to above 20 per cent in many inſtances. Beſides which, taxes are laid on lands improved and unimproved, to be valued at the diſcretion of the aſſeſſor, and on houſes. All male perſons above the age of 16 and under 50, are aſſeſſed at 18l. horſes and cattle three years old and upwards, at 4l. each, under that age in proportion; hogs at 20s. alſo covering horſes, dogs, plate, watches, clocks, mills of all kinds, furnaces, forges, ſtills, breweries, tan-yards, retailers of ſpirituous liquors, ferries, fiſheries, coaches, and carriages of all ſorts: theſe are aſſeſſed differently in the ſeveral provinces of America, and in general very high. The tonnage of veſſels of all ſorts is aſſeſſed, and the ſuppoſed profits made by merchants, lawyers, and mechanics, which is called a tax on faculty. The ſum aſſeſſed on each is fixed at the arbitrary diſcretion of the aſſeſſors, except in the caſe of lawyers, or practiſing

American States, which is brought into Europe, we

attornies, the loweſt of which is directed by ſtatute, to be 50l. and higher, in proportion to the viſible extent of their practice. Traders and merchants are aſſeſſed from 20l. up to 1000l. in proportion, as it is preſumed by the aſſeſſors that their buſineſs is profitable, and the ſame mode is adopted even with regard to the loweſt tradeſmen. Every writ, ſubpœna, or judicial paper, and all papers iſſued out of the probate office, are taxed. Beſides taxes laid on the above articles, every male from 16 to 50, is obliged to labour at leaſt four days each year in repairing the highways and public roads, and more, if the ſuperintendant of the diſtrict requires it. Each male within the above ages, is alſo obliged to exerciſe in the militia at leaſt four days in each year, more if the Colonel of the regiment gives orders; he is alſo obliged to furniſh himſelf with a good fuſee, a ſabre, with one pound weight of powder, and four pounds weight of ball at his own expence. All town, ſchool, and pariſh charges, muſt continue. The expences of each particular government will be greatly increaſed, now that each has become an independent ſovereignty — and to pay the annual expences of the general confederated government, a tax of 2s. 6d. has already been impoſed, beſides the duties and exciſe. In ſhort, it is calculated, that a farmer pays nearly 15s. in the pound, on all the neat income of his farm and of his labour. The poor labourer muſt, beſides his militia duty, and labour on the high roads, be rated at 18l. and of courſe pay 63 ſhillings annual tax, although he cannot hire himſelf out to labour, on an average, at more than from 10 to 12l. ſterling, by the year,

we may have at leaſt as good and as cheap, if not better,* elſewhere. Both as a friend, and as an enemy,

even the beſt and ſtouteſt labourers cannot get more; and all, without exception, from 16 years to 50, the weak and infirm, as well as the robuſt, are ſubject to the ſame poll-tax. Thus thoſe who were led to believe, that independence would free them from all taxes or duties, are already become ſubject to more, and heavier, than are known in this, or perhaps in any other country in the world. Comparatively the taxes fall very lightly on the loweſt ranks of people in England. the labourer who drinks little malt liquor, pays few, except thoſe that fall on ſoap, candles, ſalt, and leather,

Letters from America mention the miſerable condition of emigrants, one from a very reſpectable perſon, dated Philadelphia, ſays, that "a ſhip with German, and ſeveral with Iriſh emigrants, had arrived there. Theſe poor people were taught to believe that they had nothing to do on their arrival, but to take poſſeſſion of the vacated and confiſcated eſtates; but ſo greatly are they diſappointed that Black Sam, who deals in fruit, has purchaſed two fine Iriſh youths, and employs them in hawking fruit about the ſtreets, and in the meaneſt employs." Iriſhmen juſt emancipated in Europe, go to America, to become ſlaves to a negro. Other letters deſcribe ſome of the better ſort of emigrants begging about the ſtreets, curſing their folly, and repreſenting the various means by which they were deceived.

* It has been ſo often neceſſary to mention, that certain products of the American States, are inferior to thoſe of the iſlands, and of South America, and other countries, that it might almoſt ſeem invidious; but on the

enemy, America has been burthenſome to Great Britain. It may be ſome ſatisfaction to think, that by her breaking off rather prematurey, Great Britain may find herſelf in a better ſituation in reſpect to America, than if ſhe had fallen off, when more ripe. America never furniſhed us with any American-born ſailors; although it has been aſſerted that theBritiſh fleet was in great part ſupplied with ſeamen from that country. More than half the number employed by the American States during the war, were not Americans. In the Southern Provinces, Britiſh and Iriſh ſailors principally were employed before the war; in all the other colonies, they were more than half Britiſh, except in New England, where three-fourths might be natives. In the time of her greateſt proſperity, the money which America raiſed, was trifling: She will feel the loſs of 370,000l. a year, which was the expence of the Britiſh eſtabliſhment there, and was drawn form this country.* Pennſylvania, even with the aid of a parliamentary donation of 80,000l. ſterling, was twenty years

the ſtricteſt enquiry, it is found that they are, and the argument required it ſhould be ſtated.

* Before the war in 1755, the expence of our eſtabliſhment in America was 70,000l. From the peace of 1763 to the time of the Stamp act, it was 370,000l. yearly, although the French were driven from North America, and Canada and the Floridas only were added.

years ſinking 313,043l. ſterling, granted for the expence of the war begun 1755, at the rate of 18d. in the pound on the annual value of real and perſonal property. Pennſylvania, although ſhe never paid much above 20,000l. yearly, currency, complained greatly of her taxes.

It will not be an eaſy matter to bring the American States to act as a nation; they are not to be feared as ſuch by us. It muſt be a long time before they can engage, or will concur, in any material expence. A Stamp act, a Tea act, or ſuch acts, that can never again occur, could alone unite them; their climate, their ſtaples, their manners, are different; their intereſts oppoſite; and that which is beneficial to one, is deſtructive to the other. We might as reaſonably dread the effects of combinations among the German as among the American States, and depricate the reſolves of the Diet, as thoſe of Congreſs. In ſhort, every circumſtance proves, that it will be extreme folly to enter into any engagements, *by which we may not wiſh to be bound hereafter*. It is impoſſible to name any material advantage the

ded. The cuſtoms from the 5th of January, 1768, when the Board was eſtabliſhed, to 1775, when the troubles began, amounted to about 290,000l. in a little more than ſeven years; out of which the expence of collecting is to be deducted. The only other revenue was the quit-rents, which were never tolerably paid, and barely defrayed the expence of collecting.

Ame-

American States will, or can give us in return, more than what we of courſe ſhall have. No treaty can be made with the American States that can be binding on the whole of them. The act of Confederation does not enable Congreſs to form more than general treaties:* at the moment of the higeſt authority of Congreſs, the power in queſtion was with-held by the ſeveral States. No treaty that could be made, would ſuit the different

* Part of the ninth article of Confederation, &c. "Provided that no treaty of commerce ſhall be made, whereby the legiſlative power of the reſpective States ſhall be reſtrained from impoſing ſuch impoſts and duties on foreigners, as their own people are ſubject to, or from prohibiting the exportation or importation of any ſpecies of goods or commodities whatſoever; of eſtabliſhing rules for deciding in all caſes what captures on land or water ſhall be legal, and in what manner prizes taken by land or naval forces in the ſervice of the American States, ſhall be divided or appropriated; of granting letters of marque and repriſal in times of peace; appointing courts for the trial of piracies and felonies committed on the high ſeas; and eſtabliſhing courts for receiving and determining finally, appeals in all caſes of captures."

The ſixth article ſays, "No State ſhall lay any duties which may interfere with ſtipulations in treaties entered into by the American States, in Congreſs aſſembled, with any Prince or State, in purſuance of any treaties *already* propoſed to the courts of France and Spain." The Confederation is dated the 9th of July, 1778.

intereſts.

intereſts. *When treaties are neceſſary, they muſt be made with the States ſeparately. Each State has reſerved every power relative to imports, exports, prohibitions, duties, &c. to itſelf. But no treaty at preſent is neceſſary.* We trade with ſeveral very conſiderable nations, without commercial treaties. The novelty of the caſe, and the neceſſity of enquiry and full conſideration, make it improper for us to hurry into any engagements that may poſſibly injure our navigation. When men talk of liberality and reciprocity in commercial matters, it is clear, either that they have no argument, or no knowledge of the ſubject, that they are ſupporting a favourite hypotheſis, or that they are intereſted. It is not friendſhip or favour, but exactneſs and punctuality, that is looked for in commerce. Our great national object is to raiſe as many ſailors and as much ſhipping as poſſible; ſo far acts of parliament may have effect; but neither acts of parliament nor treaties, in matters merely commercial, will have any force, farther than the intereſts of individuals coincide; and wherever advantage is to be gotten, the individual will purſue it.

At leaſt four-fifths of the importations from Europe into the American States, were at all times made upon credit; and undoubtedly the States are in greater want of credit at this time than at former periods. It can be had only in

Great

Great Britain.* The French, who gave them credit,

* This credit was ſo extenſive, and ſo ſtretched beyond all proper bounds, as to threaten the ruin of every Britiſh merchant trading to America, in the year 1772. The long credit given to America, the difficulty of recovering debts, (which from the feebleneſs of the new governments, muſt become ſtill more difficult) greatly prejudiced our trade with that country, and made bankrupts of almoſt three-fourths of the merchants of London trading to America, particularly to Virginia and Maryland. It is ſaid, that more goods have been ſent to America in 1783, than that country could poſſibly pay for in three years. Too much credit is an exceſs in the principles of commerce; it ever muſt produce bankruptcy in thoſe who give it. Our merchants, it is to be hoped, have acquired experience from the wiſdom of the Dutch, and from the folly of many of our own and of the French merchants. Unleſs there is prudence, the credit given by the Britiſh merchants will, for ſome years, in the preſent impoveriſhed ſtate of America, be a drain to the wealth of Britain! But the enterprizing ſpirit of our merchants will lead them, and their wealth will enable them, to give a proper credit. From them only, the Americans can have that credit which is ſo neceſſary to their commerce. It may be thought, that having conſidered in what degree and manner America can ſupply us, for ſo much, and no more, we ought ro reckon on her demand for our manufactures; but if the exports from the American States to this country are not ſufficient to pay for the Britiſh manufactures they may want, they muſt pay the difference

credit, are all bankrupts: French merchants cannot give much credit. The Dutch in general have not truſted them to any amount; thoſe who did have ſuffered; and it is not the cuſtom of the Dutch to give credit, but on the beſt ſecurity. It is therefore obvious, from this and the foregoing ſtate of imports and exports, into what channels the commerce of the American States muſt inevitably flow, and that nearly four-fifths of their importations* will be from Great Britain directly. Where articles are nearly equal, the ſuperior credit afforded by England

as they uſed to do formerly, in bills of exchange upon Spain and other countries, which they will get in return for their ſalted fiſh, flour, and other articles of export to thoſe places. The Appendix gives the balance or exceſs of exports to, and imports from the American States, and ſhews the large ſums which the Northern States of America were enabled to pay us by means of their circuitous trade.

* Notwithſtanding the reſolves of Congreſs, and all the diſadvantages ariſing from the war, Britiſh manufactures, to a vaſt amount, had the preference, and in great part ſupplied America, though burdened with double freight, double port charges and commiſſion, and a circuitous voyage through a neutral port. Beſides, what went to the Americans through Halifax, New York, South Carolina and Georgia, many ſhips which cleared for New York and Halifax at the ports of London, Briſtol, Liverpool, Scotland, and Ireland, went at great riſque, and in the face of the act of Congreſs, directly to North

England will always give the preference. The American will, doubtleſs, attempt to perſuade the

America. One ſhip in particular, loaded with Britiſh goods, cleared from London for New York, but went directly to Boſton; the cargo was ſold wholeſale, for 270l. per cent. profit — what did the conſumer pay who bought the articles by retail? Several cargoes that went to the American States, were paid for in ready money, before departure from England; and all this happened when the markets and manufactures of France and Holland, &c. were open to them. Theſe facts being notorious, can it be ſuppoſed, our manufactures being ſo much better, ſo much cheaper, and ſo much more ſuitable, as to ſupport themſelves againſt all theſe diſadvantages in war, that they will not occupy the American markets in peace? And no ſmall advantage may ariſe to this country from the diſtruſt the French and Americans have of each other in commercial matters. The French fearing to conſign their goods to Americans, ſent out factors; while the latter, equally jealous, ſent their own people to tranſact their buſineſs in France, where ſeveral houſes were eſtabliſhed during the war, which ſince the peace are ſettled or ſettling in England. American agents were alſo in Holland to little advantage.

The Americans muſt ſeek the commerce of Britain, becauſe our manufactures are moſt ſuitable. Few trading Americans ſpeak any foreign language; they are acquainted with our laws as well as with our language. They will put a confidence in Britiſh merchants, which they will not in thoſe of other nations, with whoſe people they are unacquainted, as well as

the Britiſh merchant to be his ſecurity with foreigners; but it is certain many foreign articles will go to America through Great Britain, as formerly, on account of the difficulty the American merchant would find in reſorting to every quarter of the world to collect a cargo. The Americans ſend ſhips to be loaded with all ſorts of European goods. A general cargo for the American market cannot be made up on ſuch advantageous terms in any part of the world as in England. In our ports, all articles may be got with diſpatch—a moſt winning circumſtance in trade; but wherever they carry fiſh, and thoſe articles for which England cannot be the entrepot, they will take back wine, ſilk, oil, &c. from Spain and Portugal, and the Mediterranean.* But if we

with their laws and language. They have impreſſions of the arbitrary proceedings of the French; they will recollect, that when they went to the French iſlands, they were not permitted to ſell the proviſions, &c. they had imported, until the French merchants had ſold all theirs; that the French took their goods at what price they pleaſed, and charged them as they thought proper for their own.

* It is not probable the American States will have a very free trade in the Mediterranean; it will not be the intereſt of any of the great maritime powers to protect them there from the Barbary States. If they know their intereſts, they will not encourage the Americans

we maintain the carrying trade, half the commerce of the American States, or leſs than half, without

ricans to be carriers. That the Barbary States are advantageous to the maritime powers is certain. If they were ſuppreſſed, the little States of Italy, &c. would have much more of the carrying trade. The French never ſhewed themſelves worſe politicians, than in encouraging the late armed neutrality; but notwithſtanding their exultation in it at firſt, it was not long before they were ſenſible of their bad policy. The league probably would not long have held together; the Danes had already relaxed. It was the part the Dutch were taking in that league, that brought on them a war, that has neither been very glorious for them, nor advantageous. The armed neutrality would be as hurtful to the great maritime powers, as the Barbary States are uſeful. The Americans cannot protect themſelves from the latter; they cannot pretend to a navy. In war, New England may have privateers, but they will be much fewer than they have been; they will be few indeed, if we do not give up the Navigation act. The beſt informed ſay, not leſs than three-fourths of the crews of the American privateers, during the late war, were Europeans. It has been ſhewn, America has not many ſailors, and they are not likely to be increaſed if we are prudent; and when Iriſhmen learn to employ themſelves better than in fighting the battles of the Americans, by ſea as well as by land, the character of the latter will not, in general, be very martial; their condition, ſtate, circumſtances, intereſts muſt prevent. It is remarkable how few good harbours there are for large ſhips of war in the American States, ſouth

without the expence of their government and protection, and without the extravagance of boun-

ſouth of Cape Cod, at leaſt we have found none except at Rhode iſland; and if a navy could be afforded, there would be as much difficulty in agreeing, that ſo eſſential an eſtabliſhment ſhould be at Rhode iſland, as there would be in removing the Dutch Admiralty from Amſterdam, whoſe harbour is remarkably bad, and greatly inferior to ſeveral others in Holland—but the influence of Amſterdam is powerful. To the ſouthward of the Bay of Fundy, there is not flow of tide ſufficient to enable the Americans to have a dry dock for ſhips of the line. The want of durability in their timber would alone make a navy moſt expenſive to them. Immediately on the peace, their maſter builders left off building, on account of the high wages, the high price of certain materials, and the ſmall demand for ſhipping; but as to the expence of forming and maintaining a navy, it may be obſerved, that before the war, America raiſed a revenue of nearly 62,700l. which is not a twelfth part of what ſhe muſt now raiſe, without an attempt at having one ſhip of war, allowing very moderately for her different eſtabliſhments, and only the intereſt of the debt ſhe has acknowledged. A country which has ſuch opportunity of farming, cannot be ſuppoſed to produce many ſeamen. There is not a poſſibility of her maintaining a navy. That country, concerning which writers of lively imaginations have lately ſaid ſo much, is weakneſs itſelf. Excluſive of its poverty, and want of reſources, having loſt all credit, its independent governments, diſcordant intereſts, and the great improbability of acting again together, the circumſtance alone of ſuch

a vaſt

bounties, would be infinitely better for us than the monopoly, ſuch as it was.

Free ports at Bermuda, the Bahamas,* the Weſt Indies, &c. have been ſuggeſted, as means of aſſiſt-

a vaſt country, with a third leſs of people than that ſmall ſpot in Europe inhabited by the Dutch, is incompatible with ſtrength. If the inhabitants were collected on one tenth part of her territory, ſhe would be infinitely more powerful, and might be more commercial. Her population is not likely to increaſe as it has done, at leaſt on her coaſt. On the contrary, the preſent inhabitants are likely to fall back to the interior country to get better land, and to avoid taxes; and there they may, in ſome ages, become as numerous as a country of farmers, without markets, can be expected, but the ſettlers beyond the Allegany mountains cannot become commercial.

* We had better think of eſtabliſhing the Loyaliſts on the Bahamas, in the beſt manner we can; inhabitants are wanting on theſe large and numerous Iſlands. Many of thoſe unhappy people might live there comfortably in a ſhort time, cultivating lands for cotton, building ſhips, &c. Valuable hard timber, ſuch as mahogany, &c. abound in thoſe iſlands. They ſhould be encouraged to direct their views to navigation as the Bermudans do. The growth of cedar on the rocky ſoil and mountains of Bermuda is wonderful; in 25 or 30 years, it is of ſize ſufficient for their largeſt ſhips. The timbers of a cedar veſſel will laſt for generations. The Bermudas ſhould be fortified, and have a reſpectable garriſon, and a circumſpect officer, or be diſmantled entirely. But the Bermudas and Bahamas, properly managed, might eſſentially

aſſiſting commerce. Particular free ports are injurious;---if general regulations cannot be made to anſwer the purpoſe intended, we ſhould not venture to make a change. We had better give up the iſlands than open the trade to the Americans, or any nation; and we may almoſt as well open the trade as make free ports in the Weſt Indies. Before it is done, Weſt-India cuſtom-houſe officers ſhould be leſs corrupt. The advantage to be derived from a Britiſh free port, which cannot be got through a foreign free port in thoſe parts, does not appear. It will be ſaid, through free ports, we ſhould get Spaniſh dollars. It is anſwered, the latter may be got without ſuch means. The introduction of the produce of foreign iſlands into Britiſh free ports, might hurt our Weſt-India iſlands, and ſmuggling would be greatly encouraged by them; but above all other conſiderations, free ports will be dangerous to our

tially command the French and Spaniſh Weſt-India trade.

Nothing is more reſpectable than the liberality and good policy of Ireland towards the Genevans. No country is more forward in generoſity. If ſhe has the means, why is not the bounty of Ireland extended to American Refugees? She wants inhabitants. It would be a great acquiſition for England, if the Loyaliſts were put in poſſeſſion of all the royal foreſts, chaces, and waſte lands of England. But where would they find the money to cultivate them? They might ſell a part.

carrying

carrying trade; they will undoubtedly be the means of dividing it with others. American, or the ſhipping of any nation, would carry from them our Weſt-India produce where they pleaſed. They may be advantageous to individuals; but if a free port is in any caſe neceſſary, or proper, it muſt be at Bermuda, or one of the Bahama iſlands, and for thoſe articles only that it may be abſolutely neceſſary for the Britiſh Weſt-India iſlands to have from the Southern American States, Indian corn, and rice; and rum only ſhould be received in return. The laws of Congreſs could not prevent the Americans from running to Bermuda with their proviſions, &c. Free ports, however, in thoſe parts are abſolutely unneceſſary; in many reſpects they are exceptionable;* but the allowing the produce and merchandize of the American States, imported only in ſhips of that country or of Britain, to be ſtored, until a ſale can be made of them at home, or in ſome other part of Europe, might be of great advantage to both countries. The produce and merchandize when landed ſhould, if ſold for conſumption in the kingdom, be ſubject to, and pay, when taken from the warehouſes, the duties and taxes which are, or may be, laid upon ſuch articles; but ſuch part as ſhall be re-exported to

* Dunkirk is much more hurtful to France as a free port, than advantageous. No ſeverities or precautions can prevent the ſmuggling from thence into the country a great quantity of goods.

foreign markets, ſhould be ſubject to no burthen whatever, excepting the uſual ſtore-rent, and unavoidable charges at the Cuſtom Houſe; and regulations ſhould be made, giving every poſſible facility at the Cuſtom Houſes. By this means the Britiſh merchant will have the management of the ſales and the advantages to be derived from them; and the American, without running the riſk, and incurring the expence of going from one port to another, will be at all times ſure of the beſt market to be had in Europe. The American commerce, eſpecially for the moſt neceſſary and the moſt bulky articles, would, in a great meaſure, center in this kingdom. The merchants in America, not being able to make remittances in advance, but, on the contrary, obliged to go in great part on credit, being enabled thus to depoſit their effects at the diſpoſal of their correſpondents, at the higheſt market which can be had in Europe, and in caſe they are univerſally low on the arrival of the produce, to wait a demand, and riſe of them, will derive to themſelves a very eſſential advantage; and the Britiſh merchant being ſecured in his returns, will readily anſwer the American orders for goods, previous to the ſale of the articles that have been ſhipped to him for payment. By adopting this plan, we ſhould have the carrying from hence of the ſeveral articles, or great part of them, in Britiſh ſhips. This might in a great degree prevent the ſhips of the American States from going to other

countries, and taking from thence produce and manufactures merely for a freight, though not ſo advantageous; and it would promote the taking, through Britain, ſuch articles as the American States may want from other countries, which this country does not ſupply. The articles ſhould be placed in public ſtores, and only certain ports ſhould be allowed to receive them.* France is not without the idea of opening ports in the manner now mentioned. The idea is ſuggeſted here for conſideration, and may be worthy attention.† For the accommodation

* Since the laſt edition of this pamphlet, the mode here propoſed has been adopted; but the idea would have been ſtill better carried on with reſpect to tobacco, if at the end of the fifteen months (the expiration of the bond) the whole or any part of the depoſited tobacco under the king's locks could be entered for inland or home conſumption on the ſame duties or diſcount as on the day of arrival. It would encourage the American to depoſit his tobacco here, waiting for a foreign market, having it in his power to take it out on the ſame terms as on the firſt importation. It gives an advantage to capitals in trade, by not inducing prompt payment for the ſake of the diſcount.

† It is a moſt extraordinary circumſtance, that a nation, which ſtates itſelf to be commercial, ſhould not have a Miniſter, or Board, or perſon whatever, who neceſſarily attends, and applies to, comprehends or conſiders the ſtate of commerce—Some eſtabliſhment of the kind

commodation of our merchants, all high-duty goods ſhould be allowed to be warehouſed, and to be taken for exportation free of duty. The diſtreſs which frequently ariſes from the want of ready money to ſatisfy the duties at the time of importation, would be effectually prevented: as likewiſe the various artifices made uſe of at preſent to obtain drawbacks fraudulently, by

kind might have been, particularly at this moment, of the utmoſt advantage. A knowledge of the nature, extent, operation, influence, and changes of commerce, cannot be expected from Miniſters in general, eſpecially of thoſe, the application of whoſe whole time to the buſineſs of keeping themſelves in office, is barely ſufficient for the purpoſe, (yet ſuch is called government in this country.) A Committee of the Privy Council may now and then ſpare a moment to try a plantation cauſe; but it is an inſult to the underſtanding of any man acquainted with this country to ſay, that the Privy Council will ever form or follow any ſyſtem, examine into, and really underſtand, the concerns of commerce; and it muſt ever be a reflection, on the underſtanding of the nation which ſo readily gave up, and on that bill which aboliſhed the Board of Trade, without ſubſtituting any thing in its place; at the ſame time ſuffering ſuch offices to exiſt in the manner they then did, as the Tellers of the Exchequer, Auditors of the Exchequer and Impreſt, and the ſinecure offices of the Cuſtoms, &c. If the Board of Trade gave improper influence (which few people ſeem now to think it did) or was improperly filled up, the objections might have been removed, without the ſtrangeſt neglect of our colonies and commerce, by the abolition of the only board which could be uſeful to both.

which

which there can be no doubt that the revenue ſuffers conſiderably, probably more than it gains by the ſums retained at preſent for goods exported.* No drawbacks ſhould be allowed after the goods have been taken out for home conſumption, and the duties once ſatisfied. Each delivery of goods from the warehouſe ſhould be of ſufficient quantities to prevent hardſhips, vexations or otherwiſe, by too frequent attendances.

The facts on which theſe obſervations are founded, were not by any means lightly taken up; they have been minutely and carefully enquired into, and ſtrictly examined, eſpecially thoſe which are in any degree material; but there may be miſtakes, although every precaution has been taken to avoid them, and they are, for this reaſon, publicly ſubmitted to ſtill farther enquiry.

* In 1772, previous to the war, the import of tobacco into Scotland, was 45,259,675lb. duties 1,178,637l. the export that year was 44,423,412; drawback 1,156,859l. In 1773, the import of tobacco was 44,543,050lb. duties 1,159,975l. the export 46,389,518lb. the drawback 1,208,060. But when the import and export were reduced by the war comparatively almoſt to nothing, the revenue was improved. In 1781, the import was 1,952,243lbs. duties 53,381l. export 1,788,057lbs. drawback 48,892l. In 1782, the import was 2,624,807lbs. duties 110,278l. exports 934,282lb. drawback 39,252l. So that in the two years when the commerce was at the higheſt, the revenue loſt 26,307l. but in the two years when it was at the loweſt, it gained 75,515l.

The

The obſervations have been thrown out as they occurred, in a hurry, and without a nice attention to method or to ornament. The purpoſe, however, will be anſwered, if they ſhould lead men, to ſee the neceſſity of maintaining the ſpirit of our navigation laws, which we ſeemed almoſt to have forgot, although to them we owe our conſequence, our power, and almoſt every great national advantage. The Navigation act, the baſis of our great power at ſea, gave us the trade of the world: if we alter that act, by permitting any ſtate to trade with our iſlands, or by ſuffering any ſtate to bring into this country any produce but its own, we deſert the Navigation act, and ſacrifice the marine of England. But if the principle of the Navigation act* be properly under-

* Sir Joſiah Child, in his diſcourſe on trade, mentioning the Navigation act, ſays, "I am of opinion, that "in relation to trade, ſhipping, profit, and power, it is "one of the choiceſt and moſt prudent acts that ever "was made in England, and without which, we had "not been owners of one-half of the ſhipping, nor "trade, nor employed one-half of the ſeamen which "we do at preſent." The Navigation act was only of ſeventeen or eighteen years ſtanding when he wrote. He adds, "this kingdom being an iſland, the defence "of which has always been our ſhipping and ſeamen, "it ſeems to me abſolutely neceſſary that profit and "power ought jointly to be conſidered; and, if ſo, I "think none can deny but the act of Navigation has, "and

underſtood, and well followed, this country may ſtill be ſafe, and great. Miniſters will find, when the

" and does occaſion building and employing of three " times the number of ſhips and ſeamen that otherwiſe " we ſhould or would do." Talking of America and our Weſt-India iſlands, he ſays, " if they were not " kept to the rules of the act of Navigation, the con- " ſequence would be, that in a few years, the benefit " of them would be wholly loſt to the nation." He ſaid, " the Navigation act deſerved to be called our " CHARTA MARITIMA."

None of our writers have ſhewn themſelves greater enemies to reſtrictions, monopolies, &c. than Mr. Adam Smith. In his excellent treatiſe on the wealth of nations, ſpeaking of the Navigation Act, he ſays, " It is not impoſſible, that ſome of the regulations of " this famous act may have proceeded from national " animoſity. They are as wiſe, however, as if they " had all been dictated by the moſt deliberate wiſdom. " National animoſity, at that particular time, aimed " at the ſame object which the moſt deliberate wiſdom " would have recommended, the diminution of the " naval power of Holland, the only naval power which " could endanger the ſecurity of England."

He adds, " the act of Navigation is not favourable to " foreign commerce; and afterwards ſays, it is true " that it lays no burden upon foreign ſhips that come to " export the produce of Britiſh induſtry. Even the an- " cient alien's duty, which uſed to be paid upon all goods " exported as well as imported, has, by ſeveral ſubſe- " quent acts, been taken off from the greater part of the " articles of exportation. But if foreigners, either by pro-

the country underſtands the queſtion, that the principle of the Navigation act muſt be kept entire

" prohibitions or high duties, are hindered from coming " to ſell, they cannot always afford to come to buy; " becauſe, coming without a cargo, they muſt loſe the " freight from their own country to Great Britain. " By diminiſhing the number of ſellers, therefore we " neceſſarily diminiſh that of buyers, and are thus like- " ly, not only to buy foreign goods dearer, but to ſell " our own cheaper, than if there was a more perfect " freedom of trade. As defence, however, is of much " more importance than opulence, the act of Navigation " is, perhaps, the wiſeſt of all the commercial regu- " lations of England. He alſo ſays, there ſeems to be " two caſes in which it will generally be advantageous " to lay ſome burden upon foreign, for the encourage- " ment of domeſtic, induſtry. The firſt is, when " ſome particular ſort of induſtry is neceſſary for the " defence of the country. The defence of Great " Britain, for example, depends very much upon the " number of its ſailors and ſhipping. The act of Navi- " gation, therefore, very properly endeavours to give " the ſailors and ſhipping of Great Britain the mono- " poly of the trade of their own country; in ſome caſes " by abſolute prohibitions, and in others by heavy bur- " dens upon the ſhipping of foreign countries." He then ſtates, firſt, That part of the act which ſays, " All " ſhips, of which the owners, maſters, and three fourths " of the mariners are not Britiſh ſubjects, are prohibited, " upon pain of forfeiting ſhips and cargo, from trading " to the Britiſh ſettlements and plantations."

Reſ-

entire, and that the carrying trade muſt not in any degree be hazarded. They will ſee the precipice on which they ſtand; any neglect or miſmanagement in this point, or deſertion of national intereſt, to gain a few temporary votes, will inevitably bring on their downfal, even more deſervedly than the miſerable peace brought on that of their predeceſſors; and as the miſchief will be more wanton, their fall will be, as it ought — more ignominious. Their conduct on this occaſion ought to be the teſt of their abilities and good management, and muſt determine the degree of confidence which ſhould be placed in them for the future. This country has not found itſelf in a more intereſting and critical ſituation than it is at preſent. It is now to be decided whether we are to be ruined by the independence of America, or not. The peace, in

Reſtraints upon trade are for the general good of the empire. We may learn from the beſt writers upon the ſubject, that the *freedom of commerce* is not a power granted to merchants *to do what they pleaſe*; this would be more properly the ſlavery. The conſtraint of the *merchant* is not the conſtraint *of commerce*. The laws conſtrain the *merchant*, but it is in *favour* of commerce, exactly as in the body politic, the checks of licentiouſneſs are productive of true liberty; or, in the individual, the due regulation of free-will is the perfection of virtue.

compariſon, was a trifling object; and, if the neglect of any one intereſt more than another deſerves impeachment, ſurely it will be the neglect of this, which involves in it, not merely the greatneſs, but even the very exiſtence of our country.

APPENDIX.

APPENDIX.

THE following Tables will afford abundant matter of obſervation to the intelligent. They are formed from authentic documents; a conſiderable part from a number of papers which were laid before the Houſe of Commons, in conſequence of a motion from the author; and this opportunity may be taken for mentioning, that all the calculations, and all the obſervations, throughout the work, are founded on authentic documents, ſome procured not without trouble and expence, and others furniſhed by the liberal concurrence of thoſe who were poſſeſſed of papers that could illuſtrate and eſtabliſh the arguments which are now brought forward. They are ſo voluminous, that a very ſmall part only could be given to the public; but the endeavour has been, to ſelect the moſt comprehenſive, and the moſt uſeful.

The Tables No. I. and II. Shew the amount of the principal American and Weſt-Indian ſtaple commodities, which were imported into, or exported from, Great Britain, during the year 1773,

the moſt proſperous of our commerce, and during 1782, the year of the moſt general war the nation ever ſuſtained. This table is curious, as well as inſtructive. The imports and exports of 1773, exhibit a view of our colony trade during its uſual courſe; thoſe of 1782, point out the circuitous courſe that the ingenuity of individuals concerned in trade, had found for their ventures under the greateſt embarraſſments.

No. III. Gives the total of the imports and exports of the before-mentioned ſtaple commodities for a period of ten years, ſhewing their fluctuations in peace and war.

No. IV. Gives the imports into America from the South of Europe, from Africa and the Weſt Indies, which, including the Wine Iſlands, were the only countries with which the ſeveral provinces could carry on any legal commerce. Alſo, an eſtimate of their value at the port of importation, excluſive of duties.

No. V. and VI. Give the exports from America, to all parts permitted by law; with an eſtimate of their value at the port of exportation.

No. VII. Shews the number of veſſels employed by the continental Colonies, with their tonnage, immediately before the revolt.

No. VIII. Gives the ſtate of the French Newfoundland fiſhery before the war of 1744; to which ſtate, or nearly the ſame, that rival nation is now reſtored by the laſt peace.

Table

Table No. IX. Gives the imports and exports of England, from and to all parts; together with the balance of trade from 1700 to 1780, inclusive, according to averages of each ſucceeding ten years; which averages are much more to be relied on, than thoſe of two, three, or five years, becauſe by taking ſingle years, or ſhort averages, a balance may be exhibited as very large, or very ſmall. The balance or exceſs of exports has been various, and not always in proportion to the value exported. In 1750, the total value of exports amounted to 15,132,004l. 3s. 1d. and the exceſs or balance to 7,359,964l. os. 8d. but in 1771, when the exports were at the higheſt ever known, viz. 17,161,146l. 14s. 2d. the balance or exceſs was only 4,339,150l. 17s. 5d.

Thoſe who reaſon merely from theſe balances, and are content with ſuch a ſuperficial view, will find themſelves liable to much error. The unfavourable appearance of the balance of trade at ſome periods, has ariſen not ſo much from a diminution of our exports, as from an increaſe of our imports, conſiſting chiefly of materials for our increaſing manufactures. Our imports have increaſed in thirty years, from leſs than ſeven millions and an half, to upwards of eleven millions and an half.

The average exports from 1760 to 1770, exceed thoſe from the latter period to 1780, above 900,000l. this is eaſily accounted for by the American war; a very great part of the decreaſe

 aroſe

aroſe from the loſs of the tobacco, rice, and other trade in American produce, during the laſt five years of the latter period, which had been valued outwards, as part of our exports; and it had alſo been valued inwards, as part of our imports. It may here be worthy of obſervation, that although upon the ten years average, from 1770 to 1780, there ſeems an annual balance of 2,152,280l. in our favour; perhaps more than that ſum was abſorbed by the amount of goods ſmuggled into this country, and by the intereſt paid to foreigners on our national debt: the former has been ſtated at about two millions; and if the proportion of capital ſtock, belonging to perſons reſiding abroad, be, as is ſaid, upwards of thirty millions, the yearly intereſt to be remitted them is about 800,000l. Theſe would produce a balance againſt us of above 650,000l. which is no ways reconcileable with the ſuppoſed increaſing wealth of this country during the above period. On the other hand, it ought to be remarked, that the unfavourable balance on the Weſt-India commerce, amounting, during the ſame period, to 1,664,383l. ought to be taken into the account, as ſo large a ſum had been admitted into the general balance againſt this country. About one third of that amount of the Weſt-India produce, thus ſent to this country, is ſaid to be ſpent among us, partly by the owners of the eſtates, or partly in payment of the intereſt of the large ſums of money borrowed from the people of England. The value

of

of the ſlaves ſent by the merchants of this country from Africa to the Weſt Indies, ſhould be added; and ſuch parts of the income of Iriſh eſtates alſo ſpent in Britain, and the great private fortunes which have come from India through other countries. The amount of theſe are very vaguely computed, as well as the amount of the money ſpent abroad by Britiſh ſubjects; but the circumſtances now mentioned, help to ſhew, that we ſhould not always pronounce the nation enriched or ruined, from a view of Cuſtom-houſe balances. When exchange is in our favour for a continuance, we have the beſt criterion of an influx of money—for ſeven or eight months, till lately, it has been againſt us. With reſpect to the goods carried in our ſmuggling veſſels from hence to the continent of Europe, they do not appear conſiderable enough to merit a remark.

The remaining tables give the average of each ten years, from the year 1700 to the year 1780, of the imports and exports of England, to and from all parts, diſtinguiſhing each place. And the two laſt tables give the value of all imports and exports of England and Scotland, from Chriſtmas 1780, to Chriſtmas 1782, diſtinguiſhing each year and place. Theſe, together, comprehend the trade of England during the whole of this century.

It is unneceſſary to remark, that the value of the imports and exports, which was calculated from the Cuſtom-houſe accounts, is not perfectly exact, owing

owing to well-known cauſes; but they are allowed to be ſufficiently accurate to anſwer in general the important purpoſes of compariſon between diſtant periods, and of contraſt between different countries.

If we were to judge from common converſation, or even from parliamentary debate, during almoſt the laſt twenty years,* we ſhould be apt to determine, that we had no trade worthy of notice, except that with the revolted colonies. It was to counteract the effects of that error, (among other purpoſes) that the foregoing tables were formed; in order to convince the moſt prejudiced, that Great Britain does not depend alone on her commerce with the American States; and it will be a pleaſing obſervation to every unprejudiced mind, that we have carried on an advantageous commerce with many other countries.

Thus it appears from the foregoing tables, that the exports to Ireland alone, eſtimated by decennial averages, have always exceeded thoſe to the American States.

In the ſame manner it appears, that the exports even to Holland (if we may determine from ſimilar averages) have, during the late period of twenty years (when it was ſo faſhionable to make fictitious entries for the colonies at the Cuſtom Houſe) exceeded the exports to the now American States;

* When Eaſt-India matters have been brought forward, it was generally on different ground from that of commerce.

and

and thirty years ago, the firſt were more than double thoſe of the latter. Our trade to Holland has been by far the moſt ſteady, having varied little during the current century, yielding us generally a balance of a million and a half yearly*, till the late Dutch war, which breaking out ſuddenly, produced a conſiderable effect on our exports in the year 1781, at the ſame period the imports increaſed very conſiderably, and for the firſt time during this century, the imports exceeded the exports of England. In that year the latter decreaſed near two millions ſterling; but in the courſe of a year, other channels for our exports were found; and in 1782, they increaſed to rather more than the average annual exports of the war.

Our trade with Flanders has been very great, and latterly increaſed very much.

Our exports to Germany during all the ſame period, have exceeded thoſe to the revolted provinces of America. It appears that our exportations to Holland, Flanders, and Germany, countries which were of no expence to us, amounted in 1780, to 3,904,734l. 1s. 5d.

The trade with Ruſſia, if to be judged of only by the balance againſt us, ſeems very unfavourable; and yet is a moſt eſſential trade; the principal articles being neceſſary to our marine, and all of any conſequence except linens, are raw materials, part of which

* It is well known that Holland could not conſume all the articles ſhe took from us, but carried them to Germany, the Baltic, &c.

is ſent back to Ruſſia manufactured, leaving great advantage and profit. If we were to judge by the fallacious rule of the apparent balance, our commerce to ſome of the American States would ſeem alſo to be againſt us; for the balance in favour of Virginia, Maryland, North and South Carolina, in ſeventy years, amounted to above 10 millions; but part of that apparent balance was paid in ſlaves, which were ſent by our African traders to thoſe colonies. In the year 1769, there were imported into North America 6391 ſlaves, which being valued at 40l. ſterling each, were worth 225,640l. Probably other deductions could be made from theſe balances; this article eſpecially not appearing in our Cuſtom-houſe accounts as exports to America, being purchaſed on the coaſt of Africa with our manufactures ſent there.

Notwithſtanding the balance of trade with our Weſt-India iſlands is conſiderably more than a million and a half in our diſfavour, yet few Engliſhmen wiſh to relinquiſh thoſe iſlands, although we re-export ſo ſmall a quantity of Weſt-India articles, compared with the importation. The iron, &c. of Ruſſia, the tobacco, rice, naval ſtores, &c. of the Southern Provinces, are returns more advantageous to us than bills of exchange, or ſpecie; they are more beneficial than the products of the Weſt Indies; becauſe the latter are luxuries moſtly conſumed among ourſelves, but the others are abſolutely neceſſary to our navigation and manufactures, furniſhing the means of farther profitable

able trade to other parts, affording an advantage, when taken in return inſtead of money, employing our ſhipping, paying freight, commiſſion, &c. &c. and ſupplying a conſiderable part of the trade to Holland, Flanders, Germany, &c. already proved to be very beneficial.

The balance of trade with Denmark and Norway is in our favour; but the trade with Sweden, and the Eaſt Country, or Baltick, viz. Dantzick, Riga, &c. is of the ſame nature with that to Ruſſia, and the balance ſeems greatly againſt us. Our exports to Spain and Portugal have been very great.

Our trade to the Streights, indeed, has much declined, and alſo our trade to Turkey; but whenever peace gives ſecurity, it appears there is ſtill vigour left in the trade to thoſe parts; and the gradual increaſe of it, previous to the late war, was very conſiderable; though dormant, it may revive with ſpirit. The trade to Africa has doubled within twenty years, which proves the advantages of opening that commerce. The increaſe of the trade to and from the Eaſt and Weſt Indies, has been greater in proportion, than the value of that to the American States within the laſt thirty years. The average imports from the Eaſt Indies, from 1760 to 1780, is about a million and an half, and our exports thither about one million.

It ſhould ſeem obvious, how extremely imprudent it muſt be to employ our commercial capital in one branch of buſineſs alone, from

the ſame reaſoning as it muſt prove ruinous to a tradeſman to confine his dealings to only one cuſtomer. In this caſe, the very exiſtence of our manufactures and our traffic might depend on a ſingle ſtroke, or on the events of one war. The late aſſociations of the coloniſts gave us a greater alarm than the ſubſequent breach with France; and England had well nigh incurred the diſgrace of becoming tributary to her dependencies, by her fears for the loſs of her colonial commerce; though the ſtruggles of the laſt war have happily ſhewn, that her fears in this reſpect were groundleſs, and that the threats of future aſſociations of a ſimilar kind ought to be deſpiſed as impotent.—Great Britain, notwithſtanding all the aſſociations againſt her commerce, maintained an expenſive war, with the moſt potent nations of the world, which evinced to all Europe, the ſtability of her traffic, the ſolidity of her reſources, and the extent of her ſtrength; and ſhewed, at the ſame time, that while Britain has leſs to fear, the nations which provoke her without a cauſe, have much to dread.

Notwithſtanding the imprudence or impolicy in turning ſo much of our commercial capital into the channel of the colonies, our foreign trade has nearly trebled ſince the commencement of the preſent century; as appears from an inſpection of the Tables.

Our proſperity may be attributed to very different cauſes than to the increaſe of our American

can territories. Our merchants became more intelligent, they employed greater capitals, and their wealth became greater. New manufactures were introduced in proportion as our artificers acquired greater ſkill and diligence.

Monopolies were aboliſhed, and freedom of trade was thereby promoted. Parliamentary bounties and drawbacks have enabled our traders to ſend various articles of an extenſive commerce with every advantage to foreign markets; but above all, that judicious ſtatute, which freed our exportation from every duty, was alone equal to the production of the gradual increaſe of our traffic, and the uncommon proſperity of our commerce at the time of the late revolt, had our colonies never exiſted. Let us not, therefore, ſacrifice ſolid ſenſe to groundleſs terrors, nor give up the wiſe ſyſtem of our forefathers to the idle theories of unexperienced men, or to the intereſted projects of American *ſpeculators*. A wiſe nation ought to protect equally every branch of trade, and encourage many markets, without favouring or overloading any, upon the ſame principle as the prudent merchant himſelf courts many correſpondents, becauſe he finds no friendſhip in trade.

No country can carry its trade beyond its capital; and there is full ſufficient opportunity for employing ours, diminiſhed as it muſt be, without ſacrificing our marine. The ſyſtem of ſacrificing permanent intereſts, from a temporary impatience

patience to induce or enable the Americans to trade with us—The ſyſtem of courting them, leſt their trade ſhould take another turn, and of treating the Navigation act as obſolete, impolitic or uſeleſs, cannot be attributed to any thing but ignorance, levity, or treachery, and it can hardly be ſuppoſed will be longer tolerated; and when we ſee American emiſſaries and intereſted perſons active, we know the attention their attempts to deceive, deſerve. That memorable act is known to many, as far as a bare recollection of the ſeveral clauſes will go; but few, very few indeed, have taken the trouble to ſit down, and ſeriouſly conſider the many views to which it extends, and the many parts it affects. Among thoſe who pretend to judge of it, there are few who can be preſumed to have conſidered commercial and navigation principles in ſo enlarged and extenſive a manner, as to enable them to decide. This celebrated act, which was in part intended againſt the Dutch, and has entirely excluded them from being the carriers to Great Britain, and from importing to us the goods of any other European country, has not prevented the trade between the two countries. About the year 1652, Cromwell, finding the Dutch were the carriers of the produce of our Weſt-India iſlands, and of Virginia in particular, laid the foundation of the Navigation act by the wiſe regulations he introduced. The reſentment of the Dutch was as great as can be ſuppoſed; but the trade, however, with that country, became infinitely greater than

with any other, and has continued ſo, and to ſuch a degree, that ſome years the balance in our favour, or exceſs of exports over imports, has amounted to near two millions ſterling, and generally to a million and an half from the year 1700 to 1780: the imports from Holland may generally be averaged at rather leſs than half a million.

Comparatively with the number of our people and extent of country, we are doomed almoſt always to wage unequal war. The means of raiſing ſeamen, on whom we are to depend in the day of danger for defence, was a principal object of the Navigation laws; and it cannot be too often repeated, that it is not poſſible to be too jealous on the head of navigation. If our anceſtors had not been ſo, we ſhould not have had this act, and conſequently not half the ſhipping we now have; and this jealouſy ſhould not be confounded with that towards neighbouring countries as to trade and manufactures; nor is the latter jealouſy in many inſtances reaſonable or well founded. Competition is uſeful, forcing our manufacturers to act fairly, and to work reaſonably. We have borrowed moſt manufactures from our neighbours, and improved them. The diſpoſition of Parliament, and of the country, is to encourage all manufactures and uſeful undertakings, at leaſt in their infancy, till they are on a footing to take care of themſelves; and when once well eſtabliſhed, it is not neceſſary to ſacrifice other intereſts of the country to keep them up on narrow principles, if thoſe principles claſh with great commercial

mercial views. It is hurtful to force a manufacture beyond reaſon and the natural circumſtances of the country: we have only a certain capital to employ; induſtry will find out the beſt means of employing it.

It is not with a thinly inhabited, nor a poor country, that a great commerce can be carried on. The miſerable policy, or rather jealouſy, of Britain and France, in reſpect to each other, is moſt ſtriking. France began the ill-judged ſyſtem of prohibiting our manufactures; and at preſent the trade between two of the moſt enlightened, moſt liberal, and richeſt nations that have exiſted, is more trifling than the trade between many of the petty nations. We think it neceſſary to call France our natural enemy; if we muſt have a natural enemy, moſt fortunately we have for ſuch a moſt civilized, gallant, and generous nation. Nothing can, however, be more unnatural than war between Britain and Spain as nations; but it is not the intereſts of nations that decide in theſe matters, but the caprice of princes, miniſters, or miſtreſſes, and not uncommonly the ſtill more vile influence of money; but when it is thought proper we ſhould be at peace, we might ſurely trade with them on principles advantageous to all parties. A jealouſy of commerce between Spain and Great Britain is ſtill more abſurd, as the products and the ſtate of the two countries interfere leſs with each other. Britain has been amuſed by a treaty with Portugal, the utility of which at leaſt is become diſpu-

disputable. Our exports to that country are less than one half of what they were twenty years ago; and the commercial conduct of that country towards has occasionally tended to exonerate us from the treaty. However in the mean time the people of England are sentenced in favour of that country to drink her coarse wines, instead of the pleasant and less hurtful light wines of France, and to pay between 2 and 300,000l. annually more than we should pay for the same quantity of wine from France.* The exchange of our manufactures of iron and steel, and earthen ware, for the wines of France would be advantageous to both countries; and other interchanges we could propose, might make it not desirable or necessary for her to force a competition in certain articles. Various other intercourse might be advantageously recommended, not now necessary to specify. The state of British manufactures, the enlightened and superior character of our merchants above all others, their great capital, spirit, and enterprize, give us such

* We import above 12,000 tons of Portugal wines yearly, the prime cost of French wines is at least 20l. per ton cheaper than that of Portugal. The wines of the southern provinces of France are much improved, they are of a stronger body than claret, but of the same nature. In Languedoc good wine may be had at 6l. per hogshead. If the duties on French wines were not heavier than on Portugueze, the prime cost of the latter would be reduced half.

advantages, that we ſhould perhaps have little to fear from opening the ports of Britain *gradually, not ſuddenly*, to all the manufactures of France and Spain, and indeed of all nations, on condition that they ſhall open theirs to ours.*

The navigation principles laid down in this work, have been ſaid to be narrow; but they come from one who thinks the above doctrine may be maintained, and with more argument than perhaps at firſt occurs to inconſiderate prejudice. It is, however, a ſpeculation of the utmoſt conſequence, and not to be adopted in practice, but after the moſt mature deliberation.

It may be objected, that although it be neceſſary to prohibit any nation from trading with

* There is no article of conſequence in which it immediately occurs, that the doctrine is more objectionable than in linens and ſail-cloth. It is the bounty allowed, which enables much of our coarſe linen to go to market, in competition with foreign linens; yet, it ſeems a manufacture perfectly natural to our country: and ſurely by the help of machines, which might be introduced in ſome degree in this, as they are in other manufactures, the price might be reduced as low as foreign linens. But it ſhould be underſtood, that as to the admiſſion of all foreign manufactures, they ſhould enter liable to duties equal to any taxes that are on ſimilar articles, or on the raw materials of which they are made here. An exception might be made in ſuch a ſyſtem, to the introduction of foreign plantation produce.

our Colonies, why not extend the liberal principles above ſtated reſpecting commerce, to the narrow policy of the act of Navigation in reſpect to Europe—that the aſcendancy Britain has attained, would give her the advantage in the carrying trade, as well as in all others—that the ſhipping of Britain, foſtered and brought to maturity by the Navigation act, is now equal to a competition with the Dutch—that Britain would acquire part of the carrying trade of France and of other countries—that notwithſtanding the general opinion to the contrary, ſhip-building is cheaper in Britain than in Holland—that the price of labour is lower in Britain, and many of the materials are on the ſpot—that an Engliſh ſhip-carpenter will do his buſineſs in two thirds of the time the Dutchman will require—that Engliſh ſhipping is fitted out and navigated cheaper and with more expedition—that the ſhipping of Britain is better—the maſters of ſhips more intelligent and active—and the ſailors more expert:—that there is great confidence in Engliſhmen—inſurance on both ſhip and cargo in Engliſh veſſels is of courſe lower than in the ſhipping of any other nation—Engliſh ſhipping having as much advantage over the Dutch, as the latter has over the ſhipping of Norway, Sweden, and the Baltick, in point of character and inſurance, and the Dutch have this advantage over the north, notwithſtanding the country on the Baltick builds cheaper than any other in the

world—and finally Britain is in ſo different a ſituation from that ſhe was in at the time of making the navigation laws, that the circumſtance of the Dutch being the carriers for England at that time, cannot now be received as an objection.—Though ſome of theſe circumſtances may be doubted, yet admitting the truth of the facts, it may be anſwered, that England has never attempted to avail herſelf of half the carrying trade ſhe might have had—that the keeping ſhips for freight, not being the moſt profitable branch of trade, it is neceſſary, for the ſake of our marine, to force or encourage it, by excluſive advantages—that thoſe, at leaſt, who fancy we cannot carry on our own Weſt-India trade, will not ſuppoſe, if France* ſhould agree to let us partake with the Dutch in her carrying trade, that we ſhould much interfere with the latter—that the Dutch are content with a much ſmaller profit than we are—that they have not the opportunity of ſuch variety of commerce as we have.—That we have not capital for every thing, and that if the great encouragement held out to Britiſh ſhipping by the Navigation act, ſhould be done away, we ſhould undoubtedly have much leſs ſhipping,

* The ſacrifice of the Navigation act would be no advantage to France, except the eventual deſtruction of our marine; ſhe has not ſhipping or ſeamen to carry on her own trade—Admitting our ſhipping, in competition with the Dutch, might ſo far be advantageous to her, as it would lower the price ſhe pays for freight.

and

and the cheaper ſhipping of the Baltick and the American States would be introduced, and a ſufficiency of ſhipwrights and ſeamen would not be found in Britain on the day of danger. It may alſo be admitted, that in point of commerce it is clear, that the eaſier the means of exchange of commodities the better; that if foreigners find it more convenient to carry in their own ſhips what we want, we have a chance of buying cheaper; and by tempting the free arrival of all foreign ſhips into our ports, we facilitate their taking out our commodities. But the great object of the Navigation act is naval ſtrength; it therefore ſacrifices theſe commercial ſpeculations to ſtrengthen our marine; and in anſwer to thoſe who would riſk our naval power in attempts to enlarge our commerce, ſurely it ſhould be ſufficient to ſay, we have, without ſuch hazard, an opportunity of more trade than our capital can poſſibly ſupport, and that it is well worthy conſideration, whether we have not engaged by far too great a proportion of our capital in foreign trade, to the great detriment of other important national concerns, and particularly of the moſt important of all, namely, agriculture, which at this moment languiſhes in a great degree by the ſcarcity of money; it would be found on inveſtigation, that not one half the money is employed in it, that ſhould be; and that in many parts, the farms are by no means properly ſtocked or cultivated. It is alſo well known that the price of land has fallen nearly one third within eight or nine

nine years. Putting out of the queſtion the clamours of intereſted perſons, the Navigation act can have no enemies but thoſe who, ſuppoſing it merely commercial, do not obſerve its object is naval ſtrength. Although it is at leaſt doubtful whether our capital can carry us farther in foreign trade, or whether it is prudent to employ more of it at preſent in that way, yet, admitting both, and that England, by repealing the Navigation act, might become a country of opulent merchants for a time, (if riches are our only object) we ſhould ſoon find ourſelves unequal to defend our trade—the French and Spaniards would not be content to look into Plymouth, but would ſoon take poſſeſſion of the Thames—we ſhould find ourſelves, like the Dutch, rich perhaps, as individuals, but weak, as a ſtate, and wanting the only proper defence of the Iſland, and of trade, national ſeamen. In the end we ſhould depend on foreigners, who would exact for freight what they pleaſed. No man who has thought on the ſubject, can doubt that it is through the operation of the Navigation act, any number of ſeamen are employed by us during peace*.

* Yet, with ſo little reſpect has the Navigation act lately met, that although all Governors of Colonies are particularly ſworn to enforce it, yet ſome of the Governors of the Weſt-India Iſlands have even boaſted of diſpenſing with that act in favour of the Americans ſubſequent to the peace, which no King of England, or Miniſter, ſince the revolution, has ventured to do.

Had

Had the government of James I. and of Charles I. been ſo wiſe, and the ſpirit of their times been ſo tolerant, as to have given the Puritans no cauſe for emigration; had America been ſettled by any other nation, it is more than probable that Great Britain had been more populous and powerful; that her taxes had been much lighter, and her debt much leſs. Had the emigrants been retained at home, whoſe progeny now form a people of nearly two millions, in a climate no ways ſuperior, and in moſt parts inferior, to that of Britain and Ireland: had the lands at home, which ſtill continue waſte, been given them on condition of cultivation, and bounties been added to encourage new products of agriculture; had they been planted on the banks of our rivers and our bays, with a view to fiſheries; they would have increaſed the people, and augmented the opulence of Great Britain, in the ſame proportion as the Coloniſts have for many years formed a balance to our population, and to our power. Nothing can be more impolitic, at leaſt in a commercial nation, than a fondneſs for foreign dominions, and a propenſity to encourage diſtant colonization, rather than to promote domeſtic induſtry and population at home. The internal trade of Great Britain is much greater than its external commerce. The beſt cuſtomers of the manufacturers of Britain, are the people of Britain. Every emigrant conſequently, from being the beſt cuſtomer,

tomer, becomes the worſt; and from being a ſoldier or a ſailor, who may be brought forward on the day of danger, ceaſes to be of ſervice to the State in any ſhape. Let conſiderations of advantage and protection hereafter go hand in hand together. In moſt caſes the expence of protection and civil government is much greater than the prevention of competition is worth; a prevention which is very ſeldom complete. The ſuperior ſtate of Britiſh manufactures in general does not require other means of monopoly, than what their ſuperiority and cheapneſs will give. If we have not purchaſed our experience ſufficiently dear, let us derive a leſſon of wiſdom from the misfortunes of other nations, who, like us, purſued the phantom of foreign conqueſt and diſtant Coloniza-tion; and who, in the end, found themſelves leſs populous, opulent, and powerful. By the war of 1739, which may be truly called an American conteſt, we incurred a debt of upwards of — — £. 31,000,000
By the war of 1755, we incurred a farther debt of — — 71,500,000
And by the war of the Revolt, we have added to both thoſe debts nearly 100,000,000

£. 202,500,000

And thus have we expended a larger ſum in defending and retaining our Colonies, than the value of all the merchandize which we have ever ſent

ſent them: we have, in a great meaſure, diſburſed this enormous ſum, to ſecure the poſſeſſion of a country which yielded us no revenue, and whoſe commerce called for but 1,655,902l. of the manufactures of Britain, taking the average of four years, from 1767 to 1770—So egregious has our impolicy been, in rearing Coloniſts for the ſake of their cuſtom. It anſwers, however, no good purpoſe to reflect any farther on paſt errors, than to render us more wiſe in future.

That the commerce with the revolted colonies was of advantage to this country cannot be doubted; nevertheleſs it may be eaſily ſhewn, that it was not the moſt advantageous. That trade is ſurely the moſt beneficial where its returns are the quickeſt; where there is the leaſt credit given; where there are feweſt debts contracted; and where the cuſtomers are moſt under the eye of the creditor. If we apply theſe rules to the revolted Colonies on the one hand; and to Ireland, to Holland, and to Germany, on the other; the moſt prejudiced muſt decide in favour of the laſt over the firſt. The returns from the Colonies have been always ſlow, as our American merchants have found from dear bought experience: the Coloniſts have at all times had too much credit; they have been in every age greatly indebted; and it ſeems to have been a favourite principle with them, to prevent or retard the recovery of debts.

The following is the cleareſt and moſt advantageous light in which the American commerce

can be viewed; firſt, ſtating the annual imports to England, and what part of thoſe imports were exported to foreign nations; and, ſecondly, the amount of our annual exports to the American States, diſtinguiſhing our own manufactures from foreign produce, or manufactures exported by certificate. For this purpoſe, a period of four years, from the year 1767 to 1770, is choſen, as it was between the interruption of trade occaſioned by the ſtamp act, and that which aroſe from the commencement of the revolt, and of courſe may be deemed as favourable as any four years, although not wholly free from interruption, as there had been non-importation aſſociations in 1769.

Our imports from the Colonies during that period, were, upon an average, 1,105,824l. 3s. ½d. and conſiſted of tobacco, rice, indigo, deer ſkins, furs, naval ſtores, iron, timber, flax ſeed, drugs, pot and pearl aſhes, Indian corn, flour, wheat, train oil, whalebone, and dying woods; the latter procured by their trade to the Weſt-Indies. Of theſe articles, the moſt conſiderable and valuable exportation to foreign ports, were thoſe of tobacco, rice and indigo; moſt, if not all the other articles were conſumed at home, except dying woods, and the quantity of theſe, which were imported from the * Bay of Honduras, and the Muſquito

* The exports from the Bay of Honduras and the Muſquito Shore, before the war, conſiſting of very bulky articles, viz. mahogany, logwood, &c. were principally

Muſquito Shore directly, being put againſt the exportation, will conſiderably more than balance it. The value then of tobacco, rice and indigo exported, was, upon an average of four years, 877,777l. 7s. 9d. of which 102,655l. 1s. 9d. went to France, Spain and Portugal, and the remainder chiefly to Flanders, Holland and the northern parts of Europe. From theſe facts it undoubtedly ap-

principally advantageous to Great Britain, as employing from twenty to thirty thouſand tons of ſhipping.—The value of the commodities at the European markets, was, from 150, to 200,000l. per annum, where we had nearly a monopoly. The demand for mahogany in Germany increaſes very much. For many years paſt, neither the Bay, nor Shore, have been (as is generally ſuppoſed) channels of commerce with the Spaniſh ſettlements, at moſt, not exceeding 10,000l. annually. The country up the rivers where mahogany and logwood are to be obtained, is wild and uncultivated, and has neither Indian nor Spaniſh inhabitant. The Preliminary Articles with Spain, left us liable to a very uncertain ſtate in thoſe parts; but the Definitive Treaty has placed us on as good a footing there as could have been expected. The great jealouſy of the Spaniards, ariſes from the Engliſh intercourſe with the Muſquito Indians. Neceſſary eſtabliſhments in the Bay of Honduras, and liberty to cut wood up the Rio Balizee, Rio Nuevo, and Rio Ohiboan, could produce no jealouſy, as the country is uninhabited. The logwood country we occupied, extended about thirty five leagues from North to South, and our people were generally allowed to go as far up the rivers as they pleaſed.

pears, that by the exportation of the produce of the revolted Colonies to foreign countries, we received from thoſe countries, the annual ſum of 736,721 l. 17s. 4d.½; that being the ſum in which that exportation exceeded the amount of foreign manufactures and produce, exported by us to thoſe Colonies. Our exports, upon the ſame average, amounted to 1,839,692l. 8s. 7d½. of this, 352,637l. 5s. 10d.½ was the amount of foreign goods exported, about two-fifths of which, or the ſum of 211,581l. 15s. 6d. was the value of Eaſt-India goods, and the remainder was in various articles, chiefly from the northern kingdoms, but more particularly low priced linens from Germany and Ruſſia. The balance, being the ſum of 1487,055l. 2s. 9d. was wholly in Britiſh produce and manufactures.

The average imports into Scotland from North America for the ſame period, were, 391,985l. of theſe, viz. tobacco and rice, were re-exported to the amount of 665,608l. This extraordinary appearance ariſes from the tobacco being valued inwards at from 2d. to 3d. per pound, and outwards at from 3d. to 7d. per pound; and rice inwards at from 6s. to 9s. per cwt. and outwards at from 7s. to 12s. per cwt.

The average exports to America from Scotland, for the ſame period, of Britiſh goods, were, 168,847 l. and of foreign ditto, 73,366l.

The advocates for the American trade, after rating high all its advantages, and boaſting of the

the American States as a great people, are not aſhamed to inſiſt with the ſame breath, that unleſs you give them all the privileges of Britiſh ſubjects, they will be ſo poor as to be unable to purchaſe our manufactures. This plea, which if admitted, would ſacrifice all the commercial and navigation principles that have reared us to greatneſs, and now ſuſtain our debts, is at once ſo unreaſonable and unjuſt, that it has been denied to the Americans, even by the commercial treaties with the French and Dutch, as has been already ſhewn. The ſpirit of coloniization would be entirely loſt by opening the navigation of the Weſt Indies to the Americans in any ſhape, and they may as well pretend to interfere in our colliery trade. The arrangements reſpecting the ſeveral branches of our own commerce, are natural, inherent rights, and of the higheſt national conſequences; and ſuch extraordinary advantages and privileges as are now required, (and which are refuſed to all other nations) if granted, would be the moſt complete and certain means of encouraging migration from this country; a contrary conduct will certainly tend to prevent it.

The Southern Colonies paid for our manufactures formerly by their own produce, and the other colonies, principally by their circuitous trade; and they will, in great meaſure, have the ſame means of paying us in future.

None

None of the colonies to the north of Maryland have ever had a balance in their favour by their imports from and exports to Great Britain; but on the contrary, a large balance againſt them, which they had no means of diſcharging but by a foreign and * circuitous commerce. By this commerce (except the value of ſhips built for the Britiſh merchants, the amount of which cannot poſſibly be aſcertained) they muſt, ſince the year 1700, have obtained from other countries, and remitted to this, upwards of thirty millions ſterling in payment for goods taken from hence, over and above the amount of all their own produce and fiſheries remitted directly.† By foreign,

* Whatever diminution there may be of their circuitous trade, we ſhall gain, and with the benefit of freight, all the profit connected with a more extenſive navigation.

† There ſhould be added to the value of exports to America, between two and 300,000l. ſent to Africa annually for the purchaſe of ſlaves, which were chiefly imported by our merchants into the revolted provinces. The real exports of England, then, to thoſe provinces would be 1,531,206l. inſtead of 1,331,206l. the average annual export of ten years to the American States, as in the annexed Tables, and as the whole imports from thoſe ſtates into England were only valued at 743,560l. they muſt have been bad paymaſters indeed, or have had as much foreign and circuitous trade for their exports as they had directly with Great Britain, to be enabled to pay 20s. in the pound.

is meant the trade to the Weſt Indies, Africa, and all parts of Europe, except Great Britain.

Balance or exceſs of exports to, and of imports from, the American States from 1700 to 1773:

	Exceſs of Exports.			Exceſs of Imports.		
	£.	s.	d.	£.	s.	d.
The four New England States	13,896,287	17	4¼			
New York, New Jerſey, and Pennſylvania, including Delaware counties.	16,941,281	9	4¼			
	30,837,569	6	9			
Virginia and Maryland				8,155,363	11	5½
North and South Carolina				2,611,671	13	10
Georgia	123,034	9	7			
Exceſs of exports to the provinces north of Maryland	30,960,603	16	4	10,767,035	5	3½
Balance or exceſs of exports to America over the exceſs of imports				20,193,568	11	¼

It is at the ſame time ſatisfactory to diſcover, that the more Northern States of America, in the extent of their circuitous commerce, (and notwithſtanding their ſmuggling trade) found it ſo much their intereſt to lay out the net produce, at leaſt to the value of more than one million a year in Great Britain. This demonſtrates the ſupe-

ſuperiority of our goods, and ought to convince us, that they will, in future, as they did before, give the preference to Britiſh manufactures over all others; for the preference formerly given was not the effect of our reſtrictions, nothing was eaſier to the Americans than to evade them; and it is well known, that from the firſt, until ſome time after the year 1763, they uniformly did evade them whenever they found it to their intereſt to import the goods and manufactures of other countries with whom they traded; and notwithſtanding our cuſtom-houſe officers, New England, New York, and Philadelphia, carried on an almoſt open foreign trade with Holland, Hamburgh, France, &c. bringing home Eaſt-India goods, ſail cloth, Ruſſia and German linens, wines, &c. The attempts to reſtrict this commerce was no ſmall cauſe of the reſentment and animoſity which afterwards broke out with the violence we have ſeen.

We however have gone great lengths through returning good will to them, or rather through an eagerneſs, not in every reſpect judicious, to engage their commerce. The proclamations for opening the intercourſe with the American States, prove it. But it is curious to obſerve ſo many among us ignorantly, or maliciouſly, repreſenting thoſe proclamations, as reſtraining the intercourſe and commerce between the American States and Britain. Whatever reſtrictions exiſt, are not new,

but

but ariſe from fundamental principles of all colonization, and of courſe take place. The proclamations are almoſt all of them relaxations of our commercial principles, and the Navigation act extremely in favour of the American States. Some of the regulations eſtabliſhed by thoſe proclamations relative to tobacco and rice, and ſome other articles are very proper, and are founded on good principles; but in other parts the proclamations are reprehenſible. The allowing tobacco, rice, turpentine, tar, pitch, &c. to enter the Britiſh ports in American bottoms, on the ſame footing as if in Britiſh bottoms, is an extraordinary relaxation of the Navigation act: even if it were not hurtful, it is unneceſſary, as the provinces of Virginia, Maryland, the Carolinas, and Georgia, that produce thoſe articles, have now no ſhipping, they would be little anxious to prefer the ſhipping of the Northern States. But this relaxation of the Navigation act encourages them to build ſhipping to vie with ours. To ſuffer thoſe articles to come in Britiſh bottoms on the ſame terms as if belonging to Britiſh ſubjects, and free of all duties, is proper, and tends, with other circumſtances, to make Britain a mart to a conſiderable degree for tobacco and rice, and it gives the Southern States a monopoly of our market for thoſe articles, by ſuffering them to enter duty free. But in American bottoms, thoſe articles, and all other American commodities, ſhould enter on the ſame footing

as the Navigation act requires; and as the commodities of all other countries enter. For the ſake of encouraging another market in competition with the north of Europe, for tar, pitch and turpentine, it will be ſurely ſufficient to allow thoſe bulkly articles to be imported in Britiſh bottoms duty free. It will give America a great advantage over thoſe articles coming from other foreign countries.

It will be proper policy to continue the bounties on naval ſtores from Nova Scotia, St. John's, and Canada, which will be able to ſend the beſt maſts, yards, and bowſprits; and there is reaſon to expect that theſe colonies will, with proper attention, even produce turpentine, as it has been already ſhewn that that neceſſary article has been lately imported from the northern climate of Archangel, from whence it was little expected. Theſe will be the principal articles of export from thoſe provinces to Britain. But it will be a great diſcouragement to them, and to the Loyaliſts now ſettling there, to ſuffer the ſame articles to come in American bottoms, on the ſame terms from the American States, who have their particular ſtaples that Nova Scotia and Canada have not.

Advantages which cannot be hereafter allowed to the American States, ſhould not now be held out to them. The withdrawing of them will produce jealouſy and ill-will. This is the moment for eſtabliſhing the principle on which we are to act. We muſt maintain our preſent ſtrong ground; we

we cannot poſſibly be on better. If we begin to change, we know not what we do or where to ſtop. Relax the navigation laws, and the Americans will deſpiſe and inſult us. If we are wiſe—if we keep our preſent ground, it muſt always be the ſituation of America to court us, (ſhould courting be neceſſary) not we them. It is repeated, that no conceſſion which can poſſibly be avoided, ſhould be *now* made. It is uſeleſs, and may be miſchievous hereafter; and no doctrine can be more abſurd towards the ſtates, than what is often declared, that they muſt not expect the temporary arrangements and advantages now held out to them, ſhould be always continued.

They will ſoon tell you, that you led them into the expence of ſhip building; and juſt as the ſhips were ready, you took away the beſt opportunity of employing them.

But the topic of the proclamations muſt not be concluded without obſerving that we ſhall prove ourſelves a contemptible nation indeed, and that we have not among our Miniſters a man fit to be called a Stateſman, if we are to be borne down by occaſional and intereſted clamours, which are eaſily raiſed, or muſt ſubmit to whatever American Committees may require of us. We have nothing to expect from them but an attention to their own intereſts, to which alone they, like every other nation, have ever attended. The expectation of more would have been vain if we had parted the beſt

friends, and Britain ſhould only ſmile, when ſhe hears intereſted partizans or political emiſſaries threaten the renewal of aſſociations and committees. The American States will ſoon diſcover that every expence they throw on European manufactures, will fall only on themſelves.

But that we ſhould give up ſhip-building to the Americans to enable them to purchaſe our goods, is the moſt wild of all extravagancies. Yet there are numbers (ſome of them it is to be hoped from ignorance) who have encouraged that vain expectation. It has moreover been aſſerted (with what foundation or propriety need not be remarked) that, unleſs we ſuffer American built ſhips, when purchaſed by Britiſh ſubjects to be conſidered as Britiſh built ſhips, the Americans will not be able to pay for our manufactures, and that it would be very advantageous to our merchants to purchaſe ſhipping as cheap as poſſible. The arguments againſt theſe dangerous propoſals are ſo obvious to every one who has conſidered the ſubject, that it ſeems almoſt unneceſſary to ſtate them. Ship-building, to a nation which depends on ſhips for its exiſtence, is undoubtedly a manufacture the moſt neceſſary, and perhaps the only one of which we need be peculiarly jealous. It is a manufacture which employs as many different kinds of artificers as any other: the equipping a ſhip requires numberleſs articles; nor is it merely the ſhipwright alone who is employed, but the ſail-cloth maker,

maker, the rope-maker, the ſmith, the rigger, and many others. The giving conſtant employment to ſuch artificers, and thereby preſerving this moſt neceſſary buſineſs among ourſelves, is to enſure the command of thoſe artificers, when a ſudden emergency requires a great fleet to be fitted out. The admiſſion of woolens or any manufacture whatever into this country, would not hurt us half ſo much.

As the treaties made with France and Holland prohibit the Americans from putting Great Britain on a better footing than any other foreign nation, it would be folly in the extreme to laviſh away any privilege to the American States, which they deny this country. A regard to every maxim of ſound policy, by which Great Britain has flouriſhed, a regard to the improvement of our marine and the increaſe of our carrying trade, an attention to the intereſt of the Britiſh merchant, and a debt of juſtice to the Colonies that yet remain to us, with numberleſs other conſiderations founded on the experience of ages, point out the abſolute neceſſity of maintaining in the fulleſt extent our navigation laws, as the baſis of that ſyſtem which is to preſerve to Great Britain her trade, her manufactures, her power and conſequence as a maritime nation. For obtaining theſe advantages, the firſt object is a ſacred and ſcrupulous attention to the building and navigating our ſhips. If a bounty is allowed on the importation of timber and plank from Canada and our other colonies, the

buſineſs

buſineſs of ſhip-building may be carried on with great advantage in Great Britain, and our artificers will be employed and kept at home.

In navigating our ſhips alſo a cautious attention ſhould be paid to the privileges of the Britiſh ſeamen, and a proper diſcrimination made. It will attach them to their native country, and ſhew them the ſuperior advantages they enjoy as Engliſh ſubjects. In this view, every citizen of the American States muſt be conſidered as a foreigner, and diſcouraged from continuing in the employment of the Britiſh merchant, that they may not pre-occupy the rights of our own ſeamen, who may want the ſame employment. This attention ſhould even extend to our fiſheries, in which no actual citizen of America ſhould be employed to the excluſion of the ſubjects of Great Britain, nor ought we to be afraid of adopting a meaſure of this kind under the apprehenſion of offending America. We can receive no injury in any reſpect, as the ſyſtem of that country is to withold every ſort of preference from Great Britain. Every poſſible regulation applicable to the preſent ſtate of Britain, that can have a tendency to increaſe our ſhipping and improve our carrying trade, ought to be adopted by the legiſlature. Every meaſure that may hazard its diſcouragement, ſhould be cautiouſly avoided.

Speculative ideas and untried projects are dangerous. While it continues to be the policy of Euro-

European nations to regulate their commerce, and to adhere to ancient rules, it would be madneſs in us to alter any part of that ſyſtem, by which the marine of England has been raiſed to its preſent height, and by which her commerce and manufactures have ſurpaſſed thoſe of every other country.

Ports of entrepot in Great Britain for lodging American produce for a market, free of all charges but thoſe merely unavoidable, would certainly improve our carrying trade, but it would be dangerous to adopt the idea of ſtaple ports or free ports in any of the diſtant dominions of the Crown. Nothing ſhould be done to court the attention of foreigners to participate a trade of which our ſuperior ſkill in manufacture, our capitals as merchants, our ſpirit of enterprize, and many other circumſtances applicable to our ſituation, has, in a manner, ſecured to us a monopoly. For if we are conſiſtent, and underſtand our own ſituation, as great a ſhare of the American trade is ſtill in the power of Great Britain, as is conſiſtent with her intereſt, and this too upon principles, which will render it more ſecure than volumes of treaties, namely thoſe incitements which ariſe from mutual convenience and mutual intereſt, but above all upon the ſcore of intereſt alone, the merchandize of Great Britain muſt ever be preferred in America. But the encouraging of the American States to build ſhips for

us,

us, is holding out a premium for the emigration of our ſhipwrights, together with the various induſtrious claſſes connected with ſhip-building; to the country, where timber and iron abound, and where conſequently ſhip-building may be carried on to the greateſt advantage.

It was this conſideration which before the war induced our merchants trading to America, too often to ſend over their captains and other managers to build and equip ſhips in the American ports, particularly in New England, and who thereby gave employment to our rivals; for ſurely they were ſuch in this buſineſs, rather than to the uſeful men, that carried on and protected their trade during peace and war. Nor ſhould we forbear to obſerve, that American ſhip carpenters and ſailors, being exempt from the preſs, ſeldom entered into the public ſervice. It was owing to our impolicy in this reſpect, that of all our manufacturers, the claſſes connected with ſhip-building emigrated in the greateſt numbers: there is the ſame reaſon to allow the Dutch to build ſhips for us, in order to enable them to pay for our manufactures. The Americans and Dutch are now equally foreigners; the latter paid us a greater balance, which they were enabled to do by their circuitous commerce. To the Dutch we owe greater commercial benefits, becauſe we have always gained much more by the trade with them; and the ſame unreaſonable pretenſion might equally

equally be ſet up by the numerous people who build ſhips on the ſhores of the Baltic; who may equally ſay, they are unable to pay for our manufactures without it. It is ſurely no ſmall advantage which we have gained by the diſmemberment of the empire, that we have recovered that moſt important branch of buſineſs, which we, in great meaſure, formerly gave up by the act, which declared, that plantation-built ſhips ſhould be deemed Britiſh. It may be a queſtion, whether the advantage of holding Canada and Nova Scotia, may not, in a great degree, be balanced by the operation of that act with regard to ſhipping. It may not, indeed, be expedient to revoke that impolitic privilege, for which, however, it would be worth while to give almoſt any other advantage; but, we ought not ſurely to extend it to ſtrangers and rivals. If any thing like policy is preſerved in this nation, we ſhall have ſhip building in every port and creek of Britain and Ireland, by the encouragement which we ought to give to every fiſhery, and to every art connected with navigation. In the end it would, with other advantages, give a command of trade, the only ſort of monoply to be deſired except that which the navigation act gives. It would ſecure to us the commerce of the world, the only dominion to which we ſhould aſpire.

It has lately been confidently aſſerted, that Britiſh ſhips have riſen ſo much in their price, that it is neceſſary, to the carrying on of our com-

merce, to permit the purchaſe of American ſhips, by ſtill allowing the latter the privilege of Britiſh-built ſhips. It is allowed there muſt be a riſe in the value of ſhips during every war, owing to the increaſed demand for privateers, tranſports, &c. but it is equally true, that they conſtantly fall in value on the return of peace. It is a well-known fact, that this has now happened, and that the Thames is, at this day, covered with ſhips, which lie at the wharfs for want of purchaſers or freights. The government too is daily augmenting the numbers, by offering ſhips to ſale, and diſcharging a ſtill greater number from employment. What madneſs then would it be either to admit American ſhips to participate with us in our carrying trade, or to allow them to be ſold as Britiſh!

This country has now had an opportunity of examining the queſtion relative to the opening ſtill farther the ports of the Weſt Indies to the American States, by admitting their ſhips; and it can hardly be ſuppoſed, that any man, becauſe he has committed himſelf on that ſubject, or becauſe he may wiſh to retain or ſilence a few clamorous individuals, will riſk a meaſure ſo entirely ſubverſive of the act of navigation, even if it were ſeriouſly his own opinion, upon diligent examination of this great queſtion. If he ſhould, his deluſion will amount to that degree of infatuation which hurries on the devoted to their deſtruction. Such a ſyſtem,

a ſyſtem, founded as it is in impolicy, certainly could not laſt. The evil conſequence would ſoon ſtare every man in the face. And the people of England would demand the neceſſary change in ſuch language, as would mark in the ſtrongeſt characters their diſapprobation of ſuch a meaſure, and their want of confidence in ſuch as ſhould adviſe it. For it was a principle interwoven into the original ſyſtem of our American colonization, to oblige the plantations to ſend their produce to the markets of Great Britain, and to receive their European ſupplies from the mother country alone. The long Parliament, Cromwell's, and the Reſtoration Parliament, improved and enforced the prudent policy of James the Firſt, and Charles the Firſt, who ſettled our Colonies; and a great object of the act of Navigation was to prohibit any nation from trading with our Colonies, or our Colonies from trading with foreigners; but if we admit the Americans, who are now aliens, to trade directly in their own ſhips with our Weſt-India iſlands, we ſacrifice the policy of that act, which was naval ſtrength; and it would be much wiſer to declare them at once independant, becauſe then we ſhould enjoy the moſt beneficial part of their commerce without being put to the enormous and ruinous charge of their defence.*

* Exertions muſt be ſomewhere during war; but it may be remarked, that the expence of defending the Weſt-India

By ſuffering the entry of American veſſels, even of limited tonnage, into thoſe iſlands, other Weſt-India produce, beſides rum, would undoubtedly be carried away by them; and we ſhould not only ruin our marine, but deprive ourſelves of the chance, however ſmall it may be, of having, at any future time, Weſt-India commodities at any other price, than that which all other countries may refuſe. We could not expect longer to export ſugar from this country. The Britiſh dominions are as much entitled to the monopoly of the markets of the Britiſh Weſt Indies, as the latter are entitled to thoſe of the former; and whenever that monopoly is given up, it will be the higheſt abſurdity not to open all the Britiſh ports to foreign raw ſugars. It muſt be obvious to every man what opportunities to ſmuggling will be given by any partial opening of the Weſt-India trade; but if we are to break through all colonial principles, why not open our Weſt-India ports to other nations as well as the Americans. There is much more argument in favour of opening them to the Spaniards, who would bring their caſh, their

Weſt-India iſlands by ſea alone during the laſt war, coſt Britain a larger ſum than would purchaſe the fee ſimple of thoſe iſlands. The detention of our fleet in the Weſt Indies, was a principal cauſe of the loſs of America. But there is nothing to be complained of more than the prodigious ſums which have been ſpent in forming ſugar plantations, when they might have been ſo much better employed at home.

their raw hides, their excellent tobacco, cocoa, &c. as well as lumber, if wanted, to exchange for our dry goods. The Americans have no more pretenſions to go to our Weſt-India than to our Eaſt-India ſettlements; yet the latter would be thought a very extraordinary claim, even by thoſe who are ready to give way to the former. The Americans and Weſt Indians affect to conſider the reſtrictions in this reſpect, as an extraordinary ſtep. It is no meaſure; it happened of courſe, and according to all colonial regulations; and the proclamations, which are ſuppoſed to have done it, on the contrary, have relaxed many of thoſe regulations, as already pointed out, greatly in favour of the iſlands, and of the American States; and, inſtead of putting them merely on the footing of the moſt favoured nation, give extraordinary advantages to the latter. Every other nation has the ſame right to demand free entry, and will expect it, if we yield in this inſtance. Neither Holland, nor any other country, pretends to ſay, we ſhall not enter their ports, becauſe we do not ſuffer them to trade with our Colonies.

It is not uncommon to hear men ſay, Certainly the Navigation act muſt be ſtrictly maintained.—It is not intended to alter it—Only American veſſels, of limited tonnage,* muſt be permitted to go to our iſlands to carry certain articles, and to take

* Every man knows the evaſions in tonnage; and, that in ordinary caſes, the real tonnage is at leaſt one third more than the regiſtered.

take back rum. Nothing can be more deceitful than this language; ſuch permiſſion would deſtroy the object of the act in the moſt eſſential part, which either theſe men ignorantly do not ſee, or affect not to ſee. Surely more ſeamen would be raiſed in the multitude of American veſſels, that would be employed by thoſe means, than in the larger ſhips which carry the ſugar; and, at this moment, our object ſhould be to engage, in our trading veſſels, the great number of ſailors that are diſcharged from the navy.

In ſhort, the candid part of the Americans acknowledge, it cannot be expected we ſhould give up our navigation principles; and add, that as long as we preſerve them, we ſhall keep the game in our own hands.

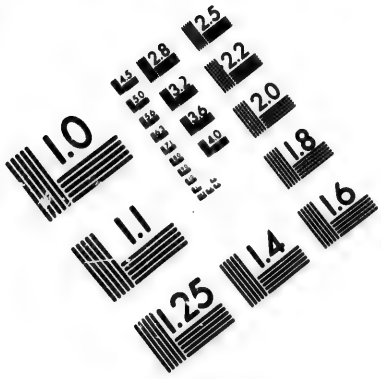
The unſettled condition of the American States ſince the preliminaries of peace were ratified, and the turn of affairs there, which might well have been foreſeen, by no means juſtify any gratuities on the part of this country, which, in the preſent ſituation of things, cannot afford any ſacrifices. We have only to let the confuſion of the new States ſettle, as they may, without troubling ourſelves about them. If a commercial treaty were as much to be wiſhed, as it certainly is not, during the preſent ferment, there is no power with whom it could be made with any certainty of being carried into effect. But it is plainly impoſſible to make a commercial treaty with the

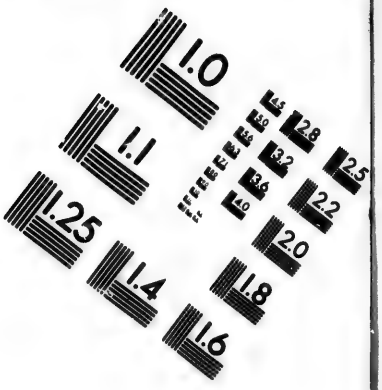
American

American States, without giving them ſome valuable privilege, for which they have precluded themſelves from making an adequate return. The treaty of peace, and ſubſequent acts, opened the ports of Great Britain and Ireland to them, in the ſame manner as their ports were opened to us when they repealed their reſtraining laws. A briſk trade has already begun, and it is unneceſſary to prove on which ſide the advantage is, between the traders who aſk for credit, or the traders who give it.

If the American States had any thing to grant by any kind of commercial tre , it may be well doubted whether they would keep it farther than ſuited their convenience; and of this we may form a judgment by their proceedings ſince they received the preliminaries of peace, which in no inſtance have they fulfilled. In ſhort, every Engliſhman ſhould proteſt againſt any commercial treaty with any power on the degrading principle of the Portugal treaty of 1703, whereby we granted ſpecial privileges for a mere permiſſion to trade on the ſame footing as other nations.

What was foretold in the firſt edition of this work, has now actually happened. Every account from America ſays, that Britiſh manufactures are ſelling at a conſiderable profit, while other European goods cannot obtain the firſt coſt. Every day's experience ſhews, that this country, from the nature and quality of its manufactures, and from the aſcendancy





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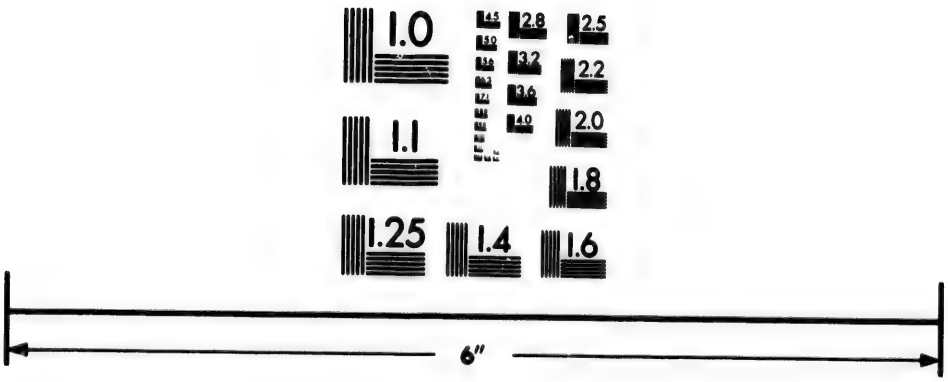

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cendancy it has acquired in commerce, will command three-fourths of the American trade. The American merchants ſolicit a correſpondence, and beg for credit, becauſe, while they feel their own want of capital, they know that our traders are more liberal, and our goods cheaper and better, than any in Europe. And the only danger is, not that the American merchants will aſk for too few manufactures, but that they will obtain too many. The American conſumers have been impoveriſhed by an expenſive war, which has bequeathed them many taxes to pay; and they will not be more punctual in their remittances at a time when they are aſſociating againſt the payment of old debts. It may be for our intereſt to run ſome hazard, however, at the renewal of our correſpondence, by accepting a trade which is preſſed upon us by willing cuſtomers. But how far it may be prudent for the Britiſh merchant to comply with orders, till the ſeveral States hold out ſome regulations, that will give them ſecurity, is a queſtion.

The apprehenſion alone of ſwelling this Appendix too much, prevents the inſertion of genuine extracts of mercantile letters from different States, in order to ſhew the moſt incredulous, that Britiſh goods are preferred in the American markets to all others.

As to the over-ſtock of goods in the different markets of America, we were at firſt miſinformed. The ill-ſorted cargoes which had been ſent during

the war, might occaſion an overſtock in ſome articles. The miſtake has been of a ſpecies which has ſtrengthened every argument in favour of the advantages of Britiſh goods over all others; for while the cargoes of foreigners lay untouched, thoſe from Britain, aſſorted in the old mode, were bought up with avidity to be paid (in the Southern States) from the crops of this year. When the laſt advices were diſpatched, every ſpecies of goods were ſcarce, and there did not prevail an idea through the whole States, of looking to any other country than Great Britain *; for the execu-

* All mercantile men, who have lately returned from America, uniformly agree in aſſerting, that the French trade in that country is at an end; that their goods were high charged, and in no inſtance adapted to the country; that a mutual jealouſy and diſtruſt ſubſiſted between the two nations; and that there was very little probability of commercial intercourſe being eſtabliſhed between them. Some Dutch ſhips had returned without breaking bulk. The foreigners have left, or are leaving America; at leaſt, every one that poſſibly can extricate himſelf from that country. The fluctuations in the ſyſtems, in the different States, muſt cauſe infinite diſtreſs; and nothing can be more ruinous to commerce, than uncertainty. Pennſylvania lately laid a moſt heavy duty on wine—a ſhip arrived—a merchant paid 1200l. duties on the wines that came in it to him—immediately the duties were repealed, the merchant was ruined—the wine which came immediately after, being ſold free of the duty.

tion of their orders which are ſent here, including every article, preciſely in the ſame mode as practiced before the war, and doubtleſs, the returns will come in the ſame manner; but it would be imprudent to give them the unlimited credits which prevailed before the year 1775; and it is likely too, that the retail buſineſs will (at leaſt in the Southern States) be carried on chiefly by ſmall merchants who have not eſtabliſhed credits in Britain, and cannot obtain ſuch credits*.

At

* It is ſaid, that the mode of doing buſineſs, likely to prevail, particularly in the Southern Provinces, will be, what is denominated a wholeſale trade, to be carried on by European, or rather Britiſh merchants, who will form connections at home, and carry out cargoes of aſſorted goods, to be ſold by the package unopened, to thoſe who retail; and who will receive in return, within the year, from the American merchants, the produce they may collect, which will be ſhipped off by the Britiſh wholeſale merchants. This is the ſpecies of trade that Britiſh ſubjects ſhould wiſh to purſue. Without being concerned in retailing goods, they ſhould endeavour to monopolize the ſupplies in wholeſale to country merchants. This will enable them to deal to a great extent, with half the hazard formerly experienced; and it will beſides, give them the ſole command of the ſhipping buſineſs. It is not probable that the Britiſh merchants will chuſe, in the new ſtate of affairs, to fix their ſtores as formerly, in Virginia and Maryland;

At preſent there is a greater demand for Britiſh manufactures than our manufacturers can ſupply, or for which there is a diſpoſition to give credit, although the latter is carried farther than prudence will authorize; but we ſhould be upon our guard not to *indulge* ourſelves in uſual declamations on the ruin of the country in conſequence of American independence, if we ſhould find ſome check on commerce, to which ſeveral other cauſes may contribute.—Notwithſtanding our misfortunes, we are certainly on a much better footing than any commercial maritime power. It will, indeed, prove a moſt vigorous ſtate of manufactures and commerce, if we do not feel ſome inconvenience in trade from the conſequences of the additional weight of an hundred millions added to our debt, and of the taxes for the intereſt, which fall of courſe on the price of la-

Maryland; they may rather adopt the expedient already mentioned, of ſending out agents or partners, with wholeſale cargoes, to be ſold to merchants who may not have credit here, and they may be very ſafe while their creditors are on the ſpot, ready to compel punctuality, and to receive and ſhip their produce. This line of commerce, although the profits at firſt may be ſmaller, will ultimately be more advantageous to the Britiſh merchant. Large ſums of money will not (as formerly) be ſunk in debts in the country. The returns will be more certain, and leſs liable to thoſe diſappointments which prevailed when every American planter was a Britiſh creditor.

bour. The accumulations of the merchants and others, are not now thrown, as formerly, into farther trade; perſons of all deſcriptions, many of whom uſed to lend their money upon the higheſt legal intereſt to traders and farmers, now make more than legal intereſt in the funds, with the hope and chance that better times will greatly improve their capitals. The great unfunded debt and immoderate iſſue of navy bills, and the certainty of new loans, induce ſpeculators, and thoſe who have money, to hold it in readineſs, and from theſe checks in circulation, a ſtagnation of improvements in huſbandry, and in various other national concerns have ariſen.

The preſent temporary ſcarcity of money, notwithſtanding the late importations of dollars from the American States, from Jamaica and Cadiz, muſt affect trade; but the ſcarcity does not entirely ariſe from cauſes exiſting among ourſelves. There has been a counter current which carried out a much greater quantity of money than was brought in through the channels before ſtated. It is an article which will find its level, and all our laws, and every reſtraint which ever was or can be deviſed, will not prevent its paſſing to the neighbouring countries, when the price or demand for it abroad, is ſo much greater than it is at home. The very unfavourable exchange againſt this country ſince the laſt loan, till lately, is a collateral evidence of the egreſſion.

The

The moſt part of the current coin in Europe is ſilver: the Spaniards were interrupted near four years in their importations of it, in conſequence, a conſiderable diminution of coin has taken place throughout Europe, from which, with other cauſes, namely, that all the great powers in Europe, and alſo the American States have been borrowing more money than could be eaſily ſupplied, the preſent ſcarcity is much to be attributed.

The Engliſh coinage being chiefly gold, England naturally felt the effect of this diminution the laſt: it is well known to what great diſtreſs Spain was brought by theſe circumſtances before the peace. France ſupplied her wants in ſome meaſure by the notes of the Caiſſe d'Eſcompte, which has ſince failed. Holland having had a ſuperabundance of money, and her trade being almoſt totally ſuſpended, did not feel the effects of a temporary ſcarcity, till upon the revival of commerce ſhe found the want of money, and her merchants of courſe gave orders for the ſale of a part of their property in our funds.—This circumſtance brought on the firſt depreſſion.—The French bankers ſeem alſo to have contributed to produce the ſame effect, having remitted money, to play in our funds, in hopes of ſelling to advantage on a peace, and all theſe difficulties were encreaſed by the bank of England having thought it expedient, ſubſequent to the late loan, to refuſe to accommodate in the uſual manner the

lenders

lenders to government.—Above a million and an half ſterling may have been ſent abroad this year for corn,* which added to what has gone out for the above mentioned purpoſes, perhaps has diminiſhed the circulation of gold coin near three millions.

Theſe cauſes, therefore, having diminiſhed that article by which every thing is interchanged, has naturally affected in the moſt ſenſible manner the funds. But when Europe has had a little time to recover, there is reaſon to hope, if this country ſhould have a capable adminiſtration, that may find itſelf ſufficiently firm and ſupported to undertake proper meaſures, that publick credit will be ſtrengthened, the ſtocks will recover their former tone, and in proportion as publick credit is invigorated, private credit will be reſtored, and plenty of money will once more appear.

High intereſt of money has always been conſidered as deſtructive to manufactures and trade †, and low intereſt ſeems peculiarly neceſſary for

* Upwards of one million of quarters of foreign corn have been imported in 1783.

† It may be here obſerved, that if there were no other obſtructions or impediments, the high intereſt of money in America, muſt prevent the eſtabliſhment of manufactures there. In New-York, intereſt uſed to be 7 per cent. in Pennſylvania 6 per cent. in South Carolina 8 per cent. and in Virginia, where it was loweſt, 5 per cent.

eſtabliſh-

eſtabliſhing them, the beſt writers on the ſubject attribute the great commercial proſperity of the Dutch to the lowneſs of intereſt, namely 3 per cent. but our manufactures are ſo well eſtabliſhed, and our capitals are ſo much greater than thoſe of other countries, that we can beſt ſtand the ſhock. The parſimonious Dutchman is ſatisfied with four or five per cent. while the Britiſh trader expects ten: for the preſent we muſt be content, perhaps, with leſs profit, nor ſhould we be diſmayed, if the demand for our manufactures from the American States ſome time hence ſhould decreaſe.

There has been a ſudden call for many articles of which they were in great want, when that call ſhall be ſatisfied, and our fleets, troops, and different eſtabliſhments (which cauſed no inconſiderable part of the demand at all times) are entirely withdrawn from America, the orders from thence muſt neceſſarily, and of courſe diminiſh much for a time. We are therefore, not to impute every check or fluctuation that may ariſe in our trade, to the want of any different arrangements with the American States, but we have reaſon to flatter ourſelves that the intelligence, induſtry, and ſpirit of our merchants will preſerve us from ſuch a ſituation, by conſtantly finding different reſources of trade, and diſcovering new markets for our manufactures.

Perhaps

Perhaps it will be fortunate for us if the difficulties which may ariſe, or the caution which may become neceſſary, ſhould lead us to conſider what are the moſt ſure and advantageous employments that can be found for our capitals. Europe has been long wild and extravagant in looking towards America for every thing; fortunately for France ſhe failed there, but in her purſuits, loſt more glory than ſhe had attained elſewhere during a century. Spain has been impoveriſhed, and is much reduced below what ſhe was, before ſhe ſuffered from her American deluſions. England ſurvives; and it is to be hoped will ſurvive her American misfortunes, notwithſtanding the declamations of her internal enemies, and it is to be hoped ſhe will learn wiſdom from what has happened*, and that ſhe will no longer ſquander her riches heedleſsly at a diſtance, and out of her reach.

It is well known, that numbers of our merchants have been made bankrupts through the bad payment of the Americans. The merchants will reflect on this, and if from a conſideration of our preſent ſituation, they ſhould look at home, ſo far at leaſt as to keep their commerce more within their own reach, Britain may have the good fortune to

* As the intereſt of the debt incurred on account of America, is in a great meaſure ſpent in this country, it cannot be conſidered as all loſt; yet it may be remarked, that that intereſt is more than double the annual value of the manufactures ſent thither from Great Britain.

ſee her fiſheries ſurpaſs thoſe of the reſt of the world, and to raiſe five ſeamen of the beſt and hardieſt kind for one ſhe does now. It is aſtoniſhing that the Scotch, than whom there is no nation more intelligent and more enterpriſing, or who better underſtand the nature and benefit of commerce, and of employing their capitals, ſhould neglect their fiſheries, which, conſidering their great extent of coaſt and ſituation, are the moſt natural purſuits for them, and hold out the greateſt advantages; it might be the means of populating their whole coaſt to the degree which cannot poſſibly be done by other means; it would find employment for thoſe that emigrate for want of employment; it would occupy the idle better than gloomy ideas concerning the ſecurity of a religion not likely to be diſturbed: her genius ſhould be better employed. The perſevering induſtry of her people, well pointed, would enſure ſucceſs in all their undertakings. Every man muſt obſerve with concern, how much the trade of that country has been hurt by the late war. Immediately after the former peace, the improvements of her commerce were moſt rapid. In the year 1770, the balance in her favour was 514,556l. in the year 1780, it was reduced to 99,315l. in 1781 and 1782, there was a balance againſt her, and the laſt of thoſe years it amounted to upwards of 150,000l.

The glory of the volunteers of Ireland might be in leſs danger of being tarniſhed, if her warm and ſpirited ſons would cultivate the advantages they have attained. She is peculiarly ſituated for trade and fiſheries. The ſums ſhe is ſpending in uniforms, feathers, and fifes, might found fiſheries to rival Holland*. To eſtabliſh her fiſheries,

* Although that ancient nurſery of the Dutch marine, the herring fiſhery, has decreaſed in number of buſſes from 1800 to leſs than 200, it ſtill ſubſiſts 20,000 people at leaſt, employing them in preparing timber, and in the various branches dependant on ſhip-building, making ſail-cloth, rigging, netting, caſks, ſalt, victualling, &c. De Wit, Sir Walter Raleigh, and others, give accounts of this fiſhery which ſeem almoſt incredible, but in general they are well ſupported.—They ſay the fiſh caught by the Dutch laſt century, was valued at upwards of ſix millions ſterling annually, and that 9000 veſſels of all ſorts, and 260,000 men were employed in this buſineſs.—Sir Walter computes that 20 buſſes maintain 8000 people. De Wit ſays, that upwards of 800,000 perſons were ſubſiſted in the two provinces of Holland and Weſt Frieſland alone by this fiſhery. The Hamburghers, Swedes, &c. have got a ſhare of it, and the French, living much cheaper than the Dutch, are making a conſiderable progreſs, they can work cheaper, and conſequently underſell them, and if they are wiſe, will acquire a great part of this fiſhery. But the people of Ireland and Scotland may live as cheap, and would have many advantages over the French in it. The principal markets for herrings are Germany, Poland, America, &c.

half

half the induſtry and efforts that are making for the amelioration of Parliament, would be ſufficient. The proceſs of the latter is dangerous and uncertain; but riches and happineſs would be the certain conſequences of equal efforts in favour of induſtry. No people can talk more of induſtry and manufactures, and no Parliament, in proportion to the riches of its conſtituents, was ever half ſo laviſh of bounties, and encouragements of trade and manufactures; and no country can boaſt of perſons better informed on theſe ſubjects, and of her real intereſts, than ſhe can.

But to conclude, ſome may doubt what turn the American States will take, and with many it may reaſonably be a queſtion, whether the trade ever will be again in ſo proſperous a ſtate for America. Confuſion and anarchy are likely to prevail for ſome time. Our deſcendants, the New Englanders, apt to be troubleſome to themſelves, as well as to others, and encouraged by a party among us in the habit of bullying our miniſters, may aſſume a tone, which, however, will now avail them little in Europe. Their natural diſpoſition will be heightened by finding they have loſt the principal market for their ſhipping, lumber, the produce of the whale fiſhery, and much of the carrying trade. They will machinate, and muſt attempt to manage. The weakneſs of the Southern States has not a little to fear from their interference. It remains to be ſeen,

whether the ſouthern will become the puppets of the northern, whether the Middle Colonies will be the dupes to the northern, or a barrier to the Southern States; we ſhall, however, ſee New Englanders emigrate from the government of their own forming, even to Nova Scotia and Canada, putting themſelves under that Britiſh government of which they ſo loudly complained. Nothing is more uncertain than political ſpeculation. The exiſtence of one man, the mereſt accident, gives a turn to the affairs of the greateſt countries, more eſpecially of a country in the ſtate in which America now is; but it is certain, that the confuſion of the American States can now only hurt themſelves. They muſt pay Europe in the beſt manner they can for cloathing and many articles, for which they are not likely to have the credit they had while in more ſettled circumſtances. If one or more States ſhould prohibit the manufactures of any particular country, they will find their way to them through other States, and by various means. The difficulty will only raiſe the price on the conſumers in the States where the articles are prohibited. The Britiſh manufactures found their way to every part of the country during a moſt rancorous war, and the moſt ſtrenuous Americans acknowledge that no impoſts or exciſe laws will, for a long time, be regarded in America. In the mean time, and at all times, Britain will have

nothing

nothing to apprehend. The American States will hardly enter into real hoſtilities with Britain, Britain need not quarrel with them all; but ſhould either happen, ſome ſtout frigates, cruizing between Halifax and Bermuda, and between the latter and the Bahamas, would completely command the commerce of this mighty continent, concerning which our prophets have ſo much amuſed themſelves, deluding the unthinking—a ſtrangely conducted war is no proof to the contrary; and a land war would not be neceſſary—but in ſome of the States, and poſſibly even in the New-England provinces, when the animoſity ceaſes, and the intereſted oppoſition to the return of the Loyaliſts on the part of thoſe who are in poſſeſſion of their lands, is no longer kept alive by apprehenſion, the natural good wiſhes that we have to the Americans, which they will gradually allow themſelves to ſee, their intereſt, our intereſt, and many circumſtances may bring us cloſe together.

At preſent, the only part Britain ſhould take is moſt ſimple, and perfectly ſure. If the American States chuſe to ſend Conſuls, receive them, and ſend a Conſul to *each State*. Each State will ſoon enter into all neceſſary regulations with the Conſul, and this is the whole that is neceſſary.

A BILL

A

BILL

FOR

The Proviſional Eſtabliſhment and Regulation of Trade and Intercourſe between the Subjects of Great Britain and thoſe of the United States of North America.

WHEREAS the following thirteen provinces of North America, namely, New Hampſhire, Maſſachuſet's Bay, Rhode Iſland and Providence Plantations, Connecticut, New York, New Jerſey, North Carolina, Delaware, Maryland, Virginia, Pennſylvania, South Carolina, and Georgia, have lately been ſolemnly acknowledged by his Majeſty to be, and now are, free, independent, and ſovereign States, by the name and deſcription of the United States of America:

Be it therefore enacted and declared by the King's Moſt Excellent Majeſty, by and with the advice and conſent of the Lords Spiritual and Temporal

Temporal, and Commons, in this preſent Parliament aſſembled, and by the authority of the ſame, that all ſtatutes heretofore made to regulate the trade and commerce between Great-Britain and the Britiſh Plantations in America, or to prohibit any intercourſe between the ſame, ſhall, ſo far as they regulate or prohibit the intercourſe and commerce between Great Britain and the territories now compoſing the ſaid United States of America, wholly and abſolutely ceaſe:

And whereas, whilſt the aforeſaid Thirteen Provinces were annexed to and conſtituted a part of the dominions of Great Britain, the inhabitants of the ſaid Provinces enjoyed all rights, franchiſes, privileges, and benefits of Britiſh ſubjects born in Great Britain, as well in reſpect to the trade and commerce with Great Britain as in other inſtances; and in conſequence thereof the ſhips and veſſels of the ſaid inhabitants, being navigated in like manner as Britiſh ſhips and veſſels are by law directed to be navigated, were admitted into the ports of Great Britain, with all the privileges and advantages of Britiſh-built ſhips:

And whereas, by the ſeveral laws now exiſting, for regulation of the trade and commerce of Great Britain with foreign States, the ſubjects of the latter are, as aliens, liable to various commercial reſtrictions, and alſo to various duties and cuſtoms at the ports of Great Britain, which hitherto have not been applicable to, or demand-

able

able from the inhabitants of the ſeveral Provinces now compoſing the ſaid United States of America:

And whereas it is highly expedient that the intercourſe between Great Britain and the ſaid United States ſhould be eſtabliſhed on the moſt enlarged principles of reciprocal benefit to both countries; but, from the diſtance between Great Britain and America, it muſt be a conſiderable time before any convention or treaty for eſtabliſhing and regulating the trade and intercourſe between Great Britain and the ſaid United States of America, upon a permanent foundation, can be concluded:

Now, for the purpoſe of making a temporary regulation of the commerce and intercourſe between Great Britain and the ſaid United States of America, and in order to evince the diſpoſition of Great Britain to be on terms of the moſt perfect amity with the ſaid United States of America, and in confidence of a like friendly diſpoſition on the part of the ſaid United States, towards Great Britain, Be it further enacted, That from and after the the ſhips and veſſels of the ſubjects and citizens of the ſaid United States of America, with the merchandizes and goods on board the ſame, ſhall be admitted into all the ports of Great Britain in the ſame manner as the ſhips and veſſels of the ſubjects of other independent ſovereign States; but the merchandizes and goods on board ſuch ſhips or veſ-

ſels of the ſubjects or citizens of the ſaid United States, being of the growth, produce, or manufacture of the ſaid United States, ſhall be liable to the ſame duties and charges only, as the ſame merchandizes and goods would be ſubject to, if they were the property of Britiſh ſubjects, and imported in Britiſh-built ſhips or veſſels, navigated by Britiſh natural-born ſubjects.

And be it further enacted, That during the time aforeſaid, the ſhips and veſſels of the ſubjects and Citizens of the ſaid United States, ſhall be admitted into the ports of His Majeſty's iſlands, colonies, or plantations, in America, with any merchandizes or goods of the growth, produce, or manufacture, of the territories of the aforeſaid United States, with liberty to export from His ſaid Majeſty's iſlands, colonies, or plantations in America, to the ſaid territories of the ſaid United States, any merchandize or goods whatſoever; and ſuch merchandizes and goods, which ſhall be ſo imported into, or exported from, the ſaid Britiſh iſlands, colonies, or plantations, in America, ſhall be liable to the ſame duties and charges only, as the ſaid merchandizes and goods would be ſubject to, if they were the property of Britiſh natural born ſubjects, and imported or exported in Britiſh built ſhips or veſſels, navigated by Britiſh ſeamen.

And be it further enacted, That during all the time herein-before limited, there ſhall be the ſame

drawbacks, exemptions, and bounties, on merchandizes and goods exported from Great Britain into the territories of the ſaid United States of America, as are allowed in the caſe of exportation to the iſlands, plantations, or colonies, now remaining, or belonging to the Crown of Great Britain, in America.

And be it further enacted, That all ſhips and veſſels belonging to any of the citizens or ſubjects of the ſaid United States of America, which ſhall have come into any port of Great Britain ſince the together with the goods and merchandizes on board the ſame ſhips and veſſels, ſhall have the full benefit of this act.

At the Court of St. James's, the 26th of December, 1783.

PRESENT,

The KING's Moſt Excellent Majeſty in Council.

WHEREAS by virtue of an act paſſed in the laſt ſeſſion of Parliament, intituled, "An Act "for preventing certain Inſtruments from being "required from Ships belonging to the United "States of America, and to give to his Majeſty, "for a limited Time, certain Powers for the bet-

" ter carrying on Trade and Commerce between " the Subjects of his Majeſty's Dominions and " the Inhabitants of the ſaid United States," ſeveral orders have been iſſued by his Majeſty at this Board, for regulating and carrying on the trade and commerce between the ſubjects of his Majeſty's dominions, and the inhabitants of the United States of America, which orders did expire on the 20th day of this inſtant December. And whereas by an act paſſed in the preſent ſeſſion of Parliament, to continue, for a limited time, the ſaid above recited act, it is enacted, that the ſaid act, and all the matters and things therein contained, ſhall continue and be in force until the 20th day of April, 1784. His Majeſty doth thereupon, by and with the advice of his Privy Council, hereby order and declare, that any unmanufactured goods or merchandizes, the importation of which into this kingdom is not prohibited by law, (except oil) and any pitch, tar, turpentine, indico, maſts, yards and bowſprits, being the growth or production of any of the United States of America, may (until farther order) be imported directly from thence into any of the ports of this kingdom, either in Britiſh or American ſhips, by Britiſh ſubjects, or by any of the people inhabiting in, and belonging to, the ſaid United States, or any of them, and may be entered and landed in any port in this kingdom, upon payment of the ſame duties as the like ſort

of goods or merchandize are or may be ſubject and liable to, if imported by Britiſh ſubjects, in Britiſh ſhips, from any Britiſh iſland or plantation in America, and no other, notwithſtanding ſuch goods or merchandize, or the ſhips in which the ſame may be brought, may not be accompanied with the certificates or other documents heretofore required by law: —

And it is hereby farther ordered, that there ſhall be the ſame drawbacks, exemptions, and bounties, on merchandizes and goods exported from Great Britain, into the territories of the ſaid United States of America, or any of them, as are or may be allowed by law, upon the exportation of the like goods or merchandize to any of the iſlands, plantations, or colonies, belonging to the crown of Great Britain in America.

And his Majeſty is hereby farther pleaſed to order, that any tobacco, being the growth or production of any of the territories of the ſaid United States of America, may (until farther order) be imported directly from thence, in manner abovementioned, and may be landed in this kingdom; and, upon the importer paying down, in ready money, the duty commonly called the Old Subſidy (except as hereinafter excepted) ſuch tobacco may be warehouſed under his Majeſty's locks, upon the importer's own bond for payment of all the farther duties due for ſuch tobacco, within the time limited by law, according to the net weight

weight and quantity of ſuch tobacco, at the time it ſhall be ſo landed, with the ſame allowances for the payment of ſuch farther duties, and under the like reſtrictions and regulations in all other reſpects, not altered by this order, as ſuch tobacco is and may be warehouſed by virtue of any act or acts of Parliament in force; but it is his Majeſty's pleaſure nevertheleſs, that upon the importation of any ſuch tobacco into the ports of London, Briſtol, Liverpool, Cowes, Whitehaven, Greenock, and Port Glaſgow, or either of them, in the manner herein before expreſſed, ſhall be at liberty, until farther order, to enter into bond for the payment, as well of the duty, commonly called the Old Subſidy, as of all the farther duties due for ſuch tobacco, but without any allowance for prompt payment of the ſaid duty, commonly called the Old Subſidy, or any other of the duties which were formerly payable in ready money; and that if any tobacco which has been, or ſhall be ſo imported, during the continuance of this order, from the territories of the ſaid United States, into the ſaid ports of London, Briſtol, Liverpool, Cowes, Whitehaven, Greenock, and Port Glaſgow, ſhall be afterwards taken, within the time limited, out of the warehouſes wherein the ſame ſhall be ſecured under his Majeſty's locks, in manner hereinbefore directed, at either of the above ports, to be exported directly from thence, the bonds which have been or ſhall be entered into for payment of the ſaid duties,

ties, ſhall be diſcharged in the manner directed by the ſeveral acts of parliament in force.

And in order to facilitate the carrying on trade and commerce between the people and territories belonging to the Crown of Great-Britain in the Weſt-Indies, including in that deſcription the Bahama iſlands, and the Bermuda or Somers iſlands, and the people and territories belonging to the ſaid United States of America, his Majeſty is hereby farther pleaſed to order, that pitch, tar, turpentine, hemp and flax, maſts, yards and bowſprits, ſtaves, heading boards, timber, ſhingles, and all other ſpecies of lumber; horſes, neat cattle, ſheep, hogs, poultry, and all other ſpecies of live ſtock and live proviſions; peas, beans, potatoes, wheat, flour, bread, biſcuit, rice, oats, barley, and all other ſpecies of grain, being the growth or production of any of the ſaid United States of America may (until further order) be imported by Britiſh ſubjects, in Britiſh built ſhips owned by his Majeſty's ſubjects, and navigated according to law, from any port of the ſaid United States of America, to any of his Majeſty's Weſt India iſlands, the Bahama iſlands, and the Bermuda or Somers iſlands; and that rum, ſugar, molaſſes, coffee, cocoa nuts, ginger and pimento, may (until ſuch order) be exported by Britiſh ſubjects, in Britiſh ſhips, owned by his Majeſty's ſubjects, and navigated according to law, from any of the ſaid iſlands, to any port or place within

in

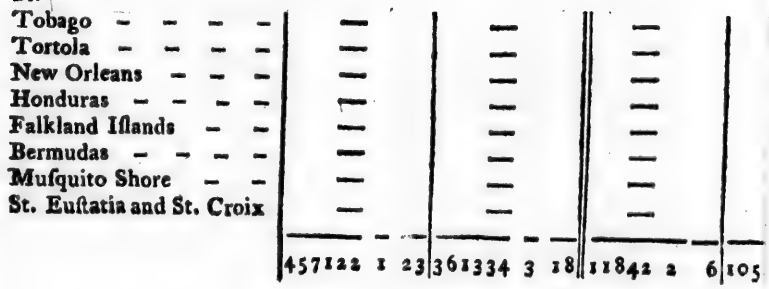
in the ſaid United States, upon payment of the ſame duties on exportation, and ſubject to the like rules, regulations, ſecurities and reſtrictions, as the ſame articles by law are or may be ſubject and liable to, if exported to any Britiſh colony or plantation in America; and the bonds and ſecurities heretofore required to be taken for ſuch ſhips carrying ſuch goods, ſhall and may be cancelled and diſcharged, upon the like certificates as are required by the above recited act to diſcharge any bonds given in Great Britain for the due landing any other goods in the ſaid United States of America.

And his Majeſty is hereby farther pleaſed to order, with the advice aforeſaid, that the ſaid ſeveral regulations herein comprized, ſhall, in all reſpects, be extended to ſuch ſhips and goods as ſhall have been brought and imported from, or may be entered and ſhipped for exportation to, any part of the ſaid United States, ſince the ſaid 20th day of this inſtant December.

And the Right Honourable the Lords Commiſſioners of his Majeſty's Treaſury, and the Lords Commiſſioners of the Admiralty, are to give the neceſſary directions herein as to them may reſpectively appertain.

Steph. Cottrell.

THE TABLES hereto annexed, formed from the moſt authentic information that can be obtained, have not hitherto been publiſhed, or brought together in the ſame point of view. They may be uſeful to thoſe who wiſh to examine the ſtate of Britiſh and American Commerce—they may help to remove prejudice and vulgar error—they will prove that our country does not entirely depend on the monopoly of the Commerce of the Thirteen American States, and that it is by no means neceſſary to ſacrifice any part of our Carrying Trade for imaginary advantages now to be attained. Many new Tables are added ſince the laſt edition; ſeveral of the former Tables are thrown into one; and thoſe in which the information could be conſidered in any degree doubtful are omitted.


Tobago
Tortola
New Orleans
Honduras
Falkland Iſlands
Bermudas
Muſquito Shore
St. Euſtatia and St. Croix
457122 1 23 361334 3 18 11842 2 6 105

AN ACCOUNT of all Rice, Indigo, Tobacco, Cochineal, imported into and exported from Great Britain, for tw
England from Scotland, and the particular Countries to which these Articles were

	RICE.								INDIG				
	England, 1773.		Scotland, 1773.		England, 1782.		Scotland, 1782.		England, 1773.		Scot. 1773.		Engla
	Imported.	Exported.	Imported.	Exported.	Imported.	Exported.	Imported.	Exported.	Imp.	Exp.	Imp.	Exp.	Imp
	cwt. qrs. lb	cwt. qrs. lb	cwt. qrs. lb	cwt. qrs. lb	cwt. qrs. lb	cwt. qrs. lb	cwt. qrs. lb	cwt. qrs. lb	lb.	lb.	lb.	lb.	lb.
Africa	45 1 25	6489 3 3	—		12 14	57 2 4	—	—	—	—	—	—	—
Canaries	—	—	—		—	—	—	—	—	—	—	—	—
Denmark and Norway	—	6619 2 8	—	63 1 14	—	1302 3 16	—	—	—	4023	—	—	—
East Country	—	3904 18	—	—	—	56 1 4	—	—	—	414	—	—	—
East Indies	4 1 7	—	—	—	4 3 20	30 1	—	—	—	—	—	—	2553
Flanders	—	24910 3 12	—	—	—	1280 2 12	—	—	67413	44049	—	—	7807
France	—	31985 3 20	—	—	—	—	—	—	15070	48727	—	—	—
Germany	—	15241 10	—	7027 3	—	1748 3 2	—	608	656	118770	—	—	233
Greenland	—	—	—	—	—	—	—	—	—	—	—	—	—
Holland	—	242693	—	—	—	—	—	—	2100	46352	—	—	—
Ireland	—	1690 2 11	—	155 3 3	—	55 1 23	—	—	443	87701	—	—	637
Isle of Man	—	4	—	—	—	—	—	—	—	—	—	—	—
Italy	—	1636 2	—	—	135 3 3	4 2	—	—	—	107527	—	—	—
Madeira	—	—	—	—	—	—	—	—	—	850	—	—	—
Portugal	—	5612 2	—	402 2 16	2404 1 14	—	—	—	20	735	—	—	2730
Poland	—	—	—	2892 1 11	—	—	—	—	—	—	—	—	—
Ruffia	—	1279 10	—	—	—	—	—	—	—	69347	—	—	—
Spain	—	16657 2 20	—	—	—	—	—	—	17442	2220	—	—	20
Streights	—	—	—	—	—	—	—	—	—	—	—	—	—
Sweden	—	1822	—	—	—	—	—	—	—	47371	—	—	—
Turkey	—	679	—	—	6 1 14	—	—	—	—	13333	—	—	—
Venice	—	—	—	—	1 2 7	—	—	—	—	13245	—	—	—
Iſland of Guernſey	—	—	—	—	—	—	—	—	—	—	—	—	112
Iſland of Jerſey	—	47 3	—	—	—	—	—	—	—	—	—	—	—
North America, viz.													
New Providence	—	—	—	—	—	—	—	—	5760	148	—	—	—
Canada	—	—	—	—	—	784 1 25	—	56 1 27	—	—	—	—	—
Carolina	370290 2 5	—	8492 1 27	—	76 1 19	—	—	—	1107660	—	181	—	13368
Florida	—	—	—	—	—	—	—	—	14685	—	—	—	12553
Georgia	72469 1 10	—	3350 7	—	13 13	—	—	—	55380	—	76	—	1307
Hudſon's Bay	—	—	—	—	—	8	—	—	—	—	—	—	—
New England	—	—	—	—	—	—	—	—	11339	—	—	—	—
Newfoundland	—	46 1 4	—	—	—	—	—	—	—	—	—	—	—
New York	2454 3 14	—	—	—	60 1	—	—	—	1800	—	—	—	1166
Nova Scotia	—	—	—	—	—	—	—	—	—	—	—	—	—
Pennſylvania	3857 3 18	—	—	—	—	—	—	—	20945	—	—	—	—
Virginia and Maryland	—	14 7	—	—	—	—	—	—	3432	86	34	—	—
Weſt Indies													
Antigua	—	1 7	—	—	—	—	—	—	—	—	—	—	—
Anguilla	—	—	—	—	—	—	—	—	—	—	—	—	—
Barbadoes	—	—	—	—	—	—	—	—	—	—	—	—	87
Dominica	—	—	—	—	—	—	—	—	1000	—	—	—	—
Granada	—	—	—	—	—	—	—	—	66782	—	—	—	—
Jamaica	—	—	—	—	—	29 6	—	—	47883	—	—	—	2336
Monſerrat	—	—	—	—	—	—	—	—	—	—	—	—	—
Nevis	—	—	—	—	—	—	—	—	—	—	—	—	11
St. Kitts	—	—	—	—	1 2 10	—	—	—	—	—	—	—	7
St. Lucia	—	—	—	—	—	—	—	—	—	—	—	—	101
St. Vincents	—	—	—	—	—	—	—	—	—	—	—	—	—
St. Martins and Demerara	—	—	—	—	—	—	—	—	—	—	—	—	184
St. Thomas's	—	—	—	—	—	—	—	—	—	—	—	—	884
Tobago	—	—	—	—	—	—	—	—	2200	—	—	—	405
Tortola	—	—	—	—	—	—	—	—	—	—	—	—	3787
New Orleans	—	—	—	—	—	—	—	—	—	—	—	—	6420
Honduras	—	—	—	—	—	—	—	—	43793	—	—	—	—
Falkland Iſlands	—	—	—	—	—	—	—	—	—	—	—	—	—
Bermudas	—	—	—	—	—	—	—	—	5000	—	—	—	290
Muſquito Shore	—	—	—	—	—	—	—	—	17749	—	—	—	—
St. Euſtatia and St. Croix	—	—	—	—	—	—	—	—	—	—	—	—	—
	457122 1 23	361334 3 18	11842 2 6	10541 3 14	2716 2 2	5357 3 8	—	664 1 27	1518552	604898	2914	—	3694

rom Great Britain, for two Years, viz. from Chriſtmas 1772 to Chriſtmas 1773, and from Chriſtmas 1771 to 1782, diſtinguiſhing which theſe Articles were exported, or from whence they were imported, likewiſe the reſpective Year.

INDIGO.								TOBACCO.								COCHINEAL.							
England, 1773.		Scot. 1773.		England, 1782.		Scot. 1782.		England, 1773.		Scotland, 1773.		England, 1782.		Scotland, 1782.		Eng. 1773.		Scot. 1773		Eng. 1782.		Scot. 1782.	
Imp.	Exp.	Imp.	Exp.	Imp.	Exp.	Imp.	Exp.	Imported.	Exported.	Imported.	Exported.	Imp.	Exp.	Imp.	Exp.	Imp.	Exp.	Imp.	Exp.	Imp.	Exp.	Imp.	Exp.
lb.	lb.	lb.	lb.	lb.	lb.	lb.	lb.	lb.	lb.	lb.	lb.	lb.	lb.	lb.	lb.	lb.	lb.	lb.	lb.	lb.	lb.	lb.	lb.
—	—	—	—	—	—	—	—	—	990873	—	—	—	54447	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	4023	—	—	—	8267	—	—	—	2573284	—	812650	—	50497	1408	—	—	754	—	—	—	361	—	—
—	414	—	—	—	1212	—	—	—	265019	—	—	—	15433	—	—	—	—	—	—	—	25	—	—
—	—	—	—	25535	—	—	—	—	53915	—	—	—	24115	—	—	—	9682	—	—	—	813	—	—
67413	44049	—	—	78070	26701	—	—	—	7150737	—	—	8017	107452	2318	—	1040	1070	—	—	100016	490	—	54
15070	48727	—	—	—	—	—	—	—	7343883	—	24406240	—	124748	—	—	—	3522	—	—	—	—	—	—
656	118770	—	—	2330	58443	—	—	—	11953577	—	1982347	24938	129915	—	—	—	1421	—	—	—	2973	—	—
—	—	—	—	—	—	—	—	—	1521	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2100	46352	—	—	—	—	—	—	—	14371835	—	14619050	—	14907	3212	—	5061	14767	—	—	—	—	—	—
443	87701	—	—	6373	40084	—	—	—	1855923	—	4333850	—	1048769	—	922875	411	799	—	—	—	4220	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	30370	—	—	—	—	—	—	—	—	—	—
—	107527	—	—	—	1007	—	—	—	1378156	—	—	—	—	—	—	—	1310	—	—	—	—	—	—
—	850	—	—	—	—	—	—	—	100	—	—	—	—	—	—	—	—	—	—	—	—	—	—
20	735	—	—	27308	—	—	—	—	—	—	—	—	—	—	—	—	10	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	69347	—	—	—	33515	—	—	—	22048	—	—	—	1364	—	—	—	9348	—	—	—	5070	—	—
17442	2220	—	—	200	—	—	—	—	229722	—	—	—	—	—	—	161876	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	47371	—	—	—	12591	—	—	—	1076078	—	—	—	3983	11750	—	—	707	—	—	—	713	—	—
—	13333	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	532	—	—	—	—	—	—
—	13245	—	—	—	—	—	—	—	25209	—	—	—	—	—	—	—	231	—	—	—	—	—	—
—	—	—	—	1120	—	—	—	—	562944	—	—	—	—	—	—	—	—	—	—	120	—	—	—
—	—	—	—	—	—	—	—	—	262167	—	—	—	—	—	—	—	—	—	—	—	—	—	—
5760	148	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	542	—	—	—	98569	—	16782	—	64647	—	1304	—	—	—	—	—	—	—	—
1107660	—	1811	—	133683	—	—	—	963707	6755	1651793	10926	46810	600	—	—	—	—	—	—	—	—	—	—
14685	—	—	—	125533	—	—	—	—	1558	—	—	105291	—	—	—	407	—	—	—	3000	—	—	—
55380	—	76	—	13070	—	—	—	49840	4211	7276	620	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	1756	—	—	—	1604	—	—	—	—	—	—	—	—	—	—
11339	—	—	—	—	—	—	—	—	4830	—	17892	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	33581	—	—	—	32580	—	4905	—	—	—	—	—	—	—	—
1800	—	—	—	11660	—	2803	—	64	8747	—	1114	284562	108	1025751	120	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	3045	—	—	61911	365	—	—	—	—	—	—	—	—	—	—
20945	—	—	—	—	—	—	—	—	—	—	112	—	—	—	—	—	—	—	—	—	—	—	—
3432	86	340	—	—	—	—	—	549152 82	7458	428839 81	—	—	—	—	—	500	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	50	115	—	—	118169	420	3310	600	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	122586	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	875	—	—	—	—	11414	—	18637	4578	1713	—	238	—	—	—	—	—	—	—	—
1000	—	—	—	—	—	—	—	—	7114	—	—	—	—	—	—	—	—	—	—	—	—	—	—
66782	—	—	—	—	—	—	—	—	3126	—	356	—	—	—	—	—	—	—	—	—	—	—	—
47883	—	—	—	23368	—	—	—	—	45841	—	4934	71130	9302	—	3667	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	1111	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	115	—	—	—	—	1789	—	—	—	172	—	—	—	—	—	—	—	—	—	—
—	—	—	—	70	—	—	—	—	891	—	1428	1928	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	1027	—	—	—	—	—	—	—	42039	367	—	306	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	14	1871	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	1241	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	8843	—	—	—	—	—	—	—	289402	1268	—	280	—	—	—	—	—	—	—	—
2200	—	—	—	4050	—	—	—	—	10373	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	37872	—	982	—	—	10155	—	—	3274909	343	1503057	—	—	—	—	—	—	—	—	—
—	—	—	—	64200	—	—	—	—	—	—	—	18570	—	—	—	—	—	—	—	—	—	—	—
43793	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
5000	—	—	—	2900	—	207	—	—	—	—	—	—	—	72170	—	—	—	—	—	—	—	—	—
27749	—	—	—	—	—	—	—	—	674	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	44	—	—	—	—	—	—	—	—	—	—	—	—	—
1518552	604898	2924	—	569443	182362	3992	—	55928957	5038692 5	44543050	46389518	7203262	2529146	2624982	934295	169245	44153	—	—	104216	14665	—	54

Cuſtom-Houſe, London, May 1, 1782.

JOHN TOMKYNS, Aſſiſtant Inſpector-General.

Cuſtom-Houſe, Edinburgh, May 1, 1782.

RICHARD GARDNER, for the Inſpector of Imports and Exports.

1.

of Imports and Exports.

AN ACCOUNT of all Sugar, Rum and Coffee, imported into and exported from Great Britain for two Years, viz. from C
ticular Countries to which these Articles were exported, or from

	SUGAR.								RUM.				
	England, 1773.		Scotland, 1773.		England, 1782.		Scotland, 1782.		England, 1773.		Scotland, 1773.		England,
	Imported.	Exported.	Imported.	Exported.	Imported.	Exported.	Imported.	Exported.	Imp.	Exp.	Imp.	Exp	Imp.
	cwt. qrs. lb.	cwt. qrs. lb	cwt. qrs. lb	cwt. qrs. lb	cwt. qrs. lb	cwt. qrs. lb	cwt. qrs. lb	cwt. qrs. lb	Gallons.	Galls.	Galls.	Galls.	Galls.
Africa	—	268 10	—	—	—	125 11	—	—	—	131145	—	—	—
Canaries	—	—	—	—	—	—	—	—	—	588	—	—	—
Denmark and Norway	—	124 3 3	—	—	—	—	—	—	—	3370	—	—	—
East Country	—	26	—	—	—	70 21	—	—	—	4293	—	—	—
East Indies	—	272 3 16	—	—	—	379 1 24	—	—	—	25503	—	—	—
Flanders	—	15	—	—	—	1865 2 26	—	—	—	10521	—	—	—
France	—	—	—	—	—	—	—	—	—	575	—	—	—
Germany	—	1814 1 2	—	62 2	—	2562 2 8	—	1722 1 26	—	6824	—	—	—
Greenland	—	—	—	—	—	—	—	—	—	—	—	—	—
Holland	—	147 2 14	—	1 3 10	—	—	—	—	—	18108	—	3159½	—
Ireland	—	138856 1 4	—	55513 2 22	—	77812 16	—	6735 1 8	—	538557	—	60374	—
Isle of Man	—	1179 3 21	—	—	—	796 3 10	—	—	—	25562	—	—	—
Italy	—	174 3 14	—	—	—	7 1	—	—	—	17085	—	—	—
Madeira	—	—	—	—	—	4	—	—	—	—	—	—	—
Portugal	—	—	—	—	—	—	—	—	—	769	—	—	—
Poland	—	—	—	—	—	—	—	—	—	—	—	101	—
Ruſſia	—	—	—	—	—	252 21	—	—	—	1955	—	—	—
Spain	—	—	—	—	—	285 1	—	—	—	18469	—	534	—
Streights	—	—	—	—	—	—	—	—	—	478	—	—	—
Sweden	—	2541 2 21	—	8 3 24	—	—	—	—	—	226	—	—	—
Turkey	—	—	—	—	—	—	—	—	—	3370	—	—	—
Venice	—	38 3 4	—	—	—	—	—	—	—	1352	—	—	—
Iſland of Guernſey	—	—	—	—	—	—	—	—	—	—	—	—	—
Iſland of Jerſey	—	—	—	—	—	—	—	—	—	—	—	—	—
North America, viz.													
New Providence	1 26	—	—	—	—	—	—	—	10057	—	—	—	—
Canada	—	—	—	—	—	899 1 11	—	98 3 19	—	767	—	—	—
Carolina	51 1 7	—	—	87 3 2	1	—	—	—	1764	980	104	2267	—
Florida	24 1 4	—	—	—	—	—	—	—	—	1568	—	—	—
Georgia	—	—	89 2 7	7 3	—	—	—	—	79	233	—	203	—
Hudſon's Bay	—	—	—	—	—	34 1	—	—	—	544	—	—	—
New England	—	—	—	—	—	—	—	—	917	422	—	—	—
Newfoundland	1 2	—	8 3 24	79	—	73 12	—	140 9	—	1031	—	—	—
New York	—	1 2 5	—	1	250	—	—	—	337	317	—	—	114
Nova Scotia	—	—	—	2	—	15 1 7	—	1 5	—	111	—	—	3
Pennſylvania	—	—	—	—	—	—	—	—	351	—	—	265	—
Virginia and Maryland	1019 3 14	1 3 12	—	833 26	—	—	—	—	397	7795	73	5435	—
Weſt Indies													
Antigua	80885 1 25	—	3080 23	20 1 11	149181 1 6	—	5498 1 24	172 3 24	3297	—	98½	—	142198
Anguilla	—	—	—	—	24422 9	—	—	—	—	—	—	—	70
Barbadoes	110911 2 4	2	—	11 2 14	74636	—	—	—	8629	428	—	—	9573
Dominica	44128 2 7	2	—	—	—	—	—	—	10951	1101	—	—	—
Granada	198159 2 21	—	4519 1 7	13 1 3	—	—	—	—	63664	222	1045½	—	—
Jamaica	1017091 1 7	2	40866 3 16	43 1 27	654077 3 20	—	36144 1 9	16 3 22	1994478	1524	127½	—	1295597
Monſerrat	33776 25	—	—	—	31268 2 19	—	—	—	2343	312	—	—	504
Nevis	27430 1 11	—	2939 9	2 3	32891 2 22	—	—	—	4426	—	—	—	18307
St. Kitts	106368 1 18	—	4289 1 13	18 24	165139 3	—	—	—	6664	103	58	—	90120
St. Lucia	—	—	—	—	91749	—	9185 1 8	41 2 24	—	—	—	—	8744
St. Vincents	58691 1 7	—	2392 3 11	11 2 27	—	—	—	—	26071	1514	107	—	—
St. Martins and Demerara	—	—	—	—	22963 11	—	—	—	—	—	—	—	—
St. Thomas's	—	—	—	—	—	—	—	2 15	—	—	—	—	—
Tobago	14153 3 17	—	—	—	30 3 2	—	—	—	3171	339	—	—	179
Tortola	30126 3 24	—	—	—	66412 3 1	—	6542 2 1	2 16	975	104	—	—	5779
New Orleans	—	—	—	—	—	—	—	—	—	—	—	—	—
Honduras	—	—	—	—	—	—	—	—	37	618	—	—	—
Falkland Iſlands	—	—	—	—	—	—	—	—	—	—	—	—	—
Bermudas	—	—	—	—	99 14	—	—	5 1 16	—	—	—	—	—
Muſquito Shore	—	—	—	—	—	—	—	—	83	—	—	—	—
St. Euſtatia and St. Croix	8843 3 12	—	12101 1 23	—	1903 1 26	—	117 1 4	—	—	—	—	—	5437
	1731664 2 1	145465 14	70287 2 21	56673 1 25	1315025 3 17	85176 2 7	57487 3 18	8939 16	2138631	828803	143655½	72338½	1587981

NUMBER II.

for two Years, viz. from Chriſtmas 1772 to Chriſtmas 1773, and from Chriſtmas 1781 to 1782, diſtinguiſhing England from Scotland, and the parles were exported, or from whence they were imported, likewiſe the reſpective Year.

, 1773.	RUM.						COFFEE.							
	cotland, 1773.		England, 1782.		Scotland, 1782.		England, 1773.					Scotland, 1773.		
Exp.	Imp.	Exp	Imp.	Exp.	Imp.	Exp.	Imported.	For. Planta. imported.	East Indies, exported.	Britiſh Plan. exported.	For. Planta. exported.	Britiſh Plan. imported.	Britiſh Plan. exported.	
Galls.	Galls.	Galls.	Galls.	Galls.	Galls.		cwt. qrs. lb.	cwt. qrs. lb.	cwt. qrs. lb.	cwt. qrs. lb.	cwt. qrs. lb.	cwt. qrs. lb.	cwt. qrs. lb.	
1311445	—	—	—	13287			—	—	1 22	10 2 16				
588	—	—	—	—			—	—	—	—				
3370	—	—	—	201			—	—	182 9	1436 1 22				
4293	—	—	—	219			—	—	13 15	57 2 18				
25503	—	—	—	23664			4 1	—	3	—				
10521	—	—	—	46424			—	—	760 3 21	—				
575	—	—	—	—			—	—	—	—				
6824	—	—	—	455	—	—	—	—	452 2 8	26508 3	5789 2 5	—	15 1 16	
—	—	—	—	304			—	—	—	—				
18108	—	3159½	—	—			—	—	604 3 16	12181 9	115 2 1			
538557	—	60374	—	114113	—	110907	—	—	248 8	60 3 6				
25582	—	—	—	21073			—	—	—	—				
170885	—	—	—	1707			13 0 1	—	1493 1	953 2 24	184 16			
—	—	—	—	119			—	—	—	—				
769	—	—	—	583			—	—	—	97 1 3				
—	—	101	—	—			—	—	—	—				
1955	—	—	—	429			—	—		95 2 6				
18469	—	534	—	—			2 11	—	2 2 20	2 3				
478	—	—	—	—			—	—	—	—				
226	—	—	—	640			—	—	—	934 3 23				
3370	—	—	—	—			—	—	113 2 26	110 2 12				
1352	—	—	—	335			—	—	21 3 14	599				
—	—	—	—	—			—	—	—					
—	—	—	—	—			—	—	—					
—	—	—	—	—			4 1	—	—					
767	—	—	—	143655			—	—	—					
980	104	2267	—	572	—	3953½	359 1 6	—	—					
1568	—	—	—	—			—	—	—					
233	—	203	—	—			—	—	—					
544	—	—	—	333			—	—	—					
422	—	—	—	—			1 3	—	2 2 16					
1031	—	—	—	9416	—	2086	—	—	—					
317	—	—	114	4828	—	12139	37 14	—	—					
111	—	—	3	118	—	8941	—	—	—					
—	—	265	—	—			21 1 10	180	—					
7795	73	5435	—	—			—	—	2 1 7					
—	955½	—	142198	489	111502½	102	—	—	—					
—	—	—	70	—			—	—	—					
428	—	—	9573	949			33 2 22	—	—					
1101	—	—	—	—			15709 1 15	8562 16	—					
222	1045½	—	—	—			17696 2	—	—					
1524	127123	—	1295597	4391	126803	104	3770 1 5	—	—	—	—	4 3 24		
312	—	—	504	—			600 3 25	—	—					
—	—	—	18307	—	—	—	—	—	—					
103	58	—	90120	—	12790		—	—	—					
—	—	—	8744	2117			—	—	—					
1514	107	—	—	—			7348 6	—	—	—	—	64 1 13		
—	—	—	—	—			—	—	—					
—	—	—	—	166	—	206	—	—	—					
339	—	—	179	—			—	—	—					
104	—	—	5779	1619			—	—	—					
—	—	—	—	—			—	—	—					
618	—	—	—	—			—	—	—					
—	—	—	—	—			—	—	—					
—	—	—	—	—			—	—	—					
—	—	—	—	—			—	—	—					
—	—	—	5437	—			—	—	—					
28803	1436551/2	723385/2	1587981	392145	1507431/2	1384385/2	44988 2 19	8742 16	3899 1 14	43319 9	6089 22	69 1 9	15 1 16	

The particular from whence imported, or where exported to, have not been diſtinguiſhed in the accounts ſent from the Cuſtom-houſe of this year, viz. 1782. The totals are as follows:

SCOTLAND.

	cwt.	qrs.	lb.
Coffee exported	4649	1	17
Ditto imported	1045	1	20

ENGLAND

	cwt.	qrs.	lb.
Exported Britiſh coffee	24884	1	0
Foreign	495	1	20
Imported Britiſh	28200	1	7
Foreign	443	3	3

Cuſtom Houſe, London, May 1, 1783.

JOHN TOMKYNS, Aſſiſtant Inſpector-General.

Cuſtom Houſe, Edinburgh, May 1, 1783,

RICHARD GARDNER, for the Inſpector of Imports and Exports.

No. III.

No. III.

TOTALS

Of an Account of Rice, Indigo, Cochineal, Tobacco, Sugar, Molaſſes, and Rum imported to and exported from that Part of Great Britain called England, for ten Years, ending at Criſtmas laſt, viz. from Chriſtmas 1772 to Chriſtmas 1782, diſtinguiſhing each Year, the ſeveral Quantities and Species; and alſo diſtinguiſhing each Year, and how much from the Port of London ſeparately, and how much from the Out Ports, under one general Head, the ſeveral Quantities and Species.

RICE.

Imported into England.				Exported from England.								
				London.			Out Ports.			Total.		
Years.	Cwt.	qrs.	lb.	Cwt.	qrs.	lb.	Cwt.	qrs.	lb.	Cwt.	qrs.	lb.
1773	457122	1	23	73933	2	5	287401	1	13	361334	3	18
1774	425359	3	20	67536	0	18	236651	2	8	304187	2	26
1775	577149	0	22	59782	1	1	323698	0	18	383480	1	19
1776	6436	0	27	36420	0	8	6682	3	15	43102	3	23
1777	13016	1	20	20047	1	25	5477	1	6	25524	3	3
1778	11431	0	3	5049	2	21	4861	2	22	9911	1	15
1779	65	0	14	576	2	5	1018	1	0	1594	3	5
1780	822	3	14	721	3	6	204	0	16	925	3	22
1781	40146	2	12	15055	0	4	5696	2	19	20751	2	23
1782	2716	2	2	4294	3	2	1063	0	6	5357	3	8

COCHINEAL.

Imported into England.		Exported from England.		
		London.	Out Ports.	Total.
Years.	Pounds Wt.	Pounds Wt.	Pounds Wt.	Pounds Wt.
1773 - - -	169245	44093	60	44153
1774 - - -	238415	44695	0	44695
1775 - - -	198053	59948	188	60136
1776 - - -	211147	37200	405	37605
1777 - - -	194159	18888	395	19283
1778 - - -	130255	21913	2047	23960
1779 - - -	100891	8780	4742	13522
1780 - - -	99057	8744	3758	12502
1781 - - -	124566	12713	5307	18020
1782 - - -	104216	10445	4220	14665

1780 - - -	99057	8744	3758	12502
1781 - - -	124566	12713	5307	18020
1782 - - -	104216	10445	4220	14665

NUMBER XI.

AN ACCOUNT of the Value of all Goods, Wares and Merchandize, exported from, and imported into Scotland, from Chriſtmas 1780, to Chriſtmas 1782, diſtinguiſhing each Year and Place.

PLACES.	From Christmas 1780, to Christmas 1781.		From Christmas 1781, to Christmas 1782.	
	Value of Goods, &c. Exported.	Value of Goods, &c. Imported.	Value of Goods, &c. Exported.	Value of Goods, &c. Imported.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.
America - - - - - -	183620 10 2	49826 19 2	73311 4	110637 10 5
Weſt Indies - - - - -	141220 9 6	169375 11 1	231762 17 10	132791 18 5

RICHARD GARDNER

West Indies - - - - - -	141220	9	6	169375	11	1	231762	17	10	132791	18	5

RICHARD GARDNER

INDIGO.

Imported into England.		Exported from England.		
		London.	Out Ports.	Totals.
Years.	Pounds Wt.	Pounds Wt.	Pounds Wt.	Pounds Wt.
1773 - - -	1518552	596391	8507	604898
1774 - - -	1917055	640510	7118	647628
1775 - - -	2454811	611025	13745	624770
1776 - - -	785671	448377	6654	455031
1777 - - -	818458	269687	14169	283856
1778 - - -	756798	151870	19205	171075
1779 - - -	733730	222538	58108	280646
1780 - - -	511549	238306	84081	322387
1781 - - -	1032610	593751	72459	666210
1782 - - -	569443	141214	41148	182362

NUMBER XI.

AN ACCOUNT of the Value of all Goods, Wares and Merchandize, exported from, and imported into Scotland, from Chriſtmas 1780, to Chriſtmas 1782, diſtinguiſhing each Year and Place.

PLACES.	From Christmas 1780, to Christmas 1781.				From Christmas 1781, to Christmas 1782.			
	Value of Goods, &c. Exported.			Value of Goods, &c. Imported.		Value of Goods, &c. Exported.		Value of Goods, &c. Imported.	
	£.	s.	d.	£.	s. d.	£.	s. d.	£.	s. d.
America - - - - - -	183620	10	2	49826	19 2	73311	4	110637	10 5
Weſt Indies - - - - -	141220	9	6	169375	11 1	231762	17 10	132791	18 5
Denmark and Norway - -	35011	11	1	28181	19	34575	11 5	31640	10 7
Flanders - - - - - -	56452	6	10	45803	19 4	65559	8 2	92300	4 2
Germany - - - - - -	26458	11	3	26659	2 6	19417	17 2	13636	15 8
Greenland - - - - -	—			8291	13 3	—		1420	16
Guernſey - - - - -	17285	5		5197	10 8	1782	2	5940	14 5
Holland - - - - - -	—			13563	8 5	—		6522	6 8
Iceland - - - - -	—			465	1 3	—		37	10
Jerſey - - - -	—			245	18 10	—		1230	6 8
Ireland - - - - - -	305167	11	11	195685	13	201182	19 10	140880	10 4

Guernſey	17285	5		5197	10	8	1782		2	5940	14	5
Holland	—			13563	8	5	—			6522	6	8
Iceland	—			465	1	3	—			37	10	
Jerſey	—			245	18	10	—			1230	6	8
Ireland	305167	11	11	195685	13		201182	19	10	149889	19	4
Iſle of Man	1818	18	6	802	6		176	19	1	253	4	
Italy	—			—			975			—		
Poland	261	6	1	7389	19		43	11		12695	13	9
Portugal	678	14	9	14614	10		2800	15	10	8657	13	1
Pruſſia	82	5	4	9648	11	9	3325	2	2	14863	5	10
Ruſſia	5915	5		209325	1	8	11165	8	8	203804	14	8
Sweden	4793	13	7	18793	7	11	7629	18	6	22698	12	
Total	763109	9		803870	12	10	653708	13	10	809021	15	8

Cuſtom-Houſe, Edinburgh, November 24, 1783.

ROBERT MENZIES
RICHARD GARDNER
} Acting Inſpectors of Imports and Exports.

SUGAR.

Imported into England.				Exported from England.							
				London.			Out Ports.			Totals.		
Years.	Cwt.	qrs.	lb.	Cwt.	qrs.	lb.	Cwt.	qrs.	lb.	Cwt.	qrs.	lb.
1773	1731664	3	1	59017	0	3	86448	0	11	145465	0	14
1774	1962403	1	0	103461	2	21	81412	3	21	181874	2	14
1775	1940069	0	2	192715	1	21	106134	2	24	298850	0	17
1776	1669066	0	4	52962	3	21	138609	2	1	191572	1	22
1777	1335421	0	20	34025	0	4	94266	2	6	128291	2	10
1778	1403995	1	13	12560	3	8	68203	1	2	80764	0	10
1779	1441945	3	1	7462	3	15	55685	1	2	63148	0	17
1780	1318515	9	9	14627	2	24	82507	0	17	97134	3	13
1781	1026177	0	14	39000	2	0	95036	3	8	134037	1	8
1782	1315025	3	17	6665	0	17	78511	2	10	85176	2	27

1780	1318515	9	9	14627	2	24	82507	0	17	97134	3	13
1781	1026177	0	14	39000	2	0	95036	3	8	134037	1	8
1782	1315025	3	17	6665	0	17	78511	2	10	85176	2	27

MOLASSES.

Years.	Imported into England. Ton	Cwt.	qrs.	lb.	Exported from England. London. Ton	Cwt.	qrs.	lb.	Out Ports. Ton	Cwt.	qrs.	lb.	Totals. Ton	Cwt.	qrs.	lb.
1773	61	6	2	20	7	6	3	24	0	0	0	0	7	6	3	24
1774	27	2	1	17	26	8	2	6	0	0	0	0	26	8	2	6
1775	74	5	2	11	0	0	0	0	7	11	2	21	7	11	2	21
1776	256	13	1	2	0	0	0	0	0	15	0	0	0	15	0	0
1777	511	9	1	24	29	9	2	12	61	1	2	2	90	11	0	14
1778	637	15	1	27	27	8	0	24	145	10	2	4	172	18	3	0
1779	59	14	0	21	9	4	0	24	13	11	3	10	22	16	0	6
1780	28	16	1	14	0	10	0	24	4	17	1	8	5	7	2	4
1781	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1782	12	7	0	2	0	0	0	0	0	0	0	0	0	0	0	0

R U M.

Imported into England.		Exported from England.		
		London.	Out Ports.	Totals.
Years.	Gallons.	Gallons.	Gallons.	Gallons.
1773 - - -	2138631	464591	364212	828803
1774 - - -	1705338	309020	329363	638383
1775 - - -	2309977	166515	523786	690301
1776 - - -	3346759	224267	241410	465677
1777 - - -	2069644	248216	574064	822280
1778 - - -	2457084	139521	486869	626390
1779 - - -	2161878	251004	481654	732658
1780 - - -	1621148	483355	337174	820529
1781 - - -	1229987	116373	45859	162232
1782 - - -	1587981	117232	274913	392145

Note, The Accounts of Exports and Imports returned from each reſpective Port to the Inſpector-General are not kept ſeparately, but are entered in his Books under *one general Head of Out Ports:* The above Account, therefore, is made up accordingly.

Cuſtom-Houſe, London, May 1, 1783. JOHN TOMKYNS, Aſſiſtant Inſpector-General.

1781 - - - 1229987	116373	45859	162232
1782 - - - 1587981	117232	274913	392145

Note, The Accounts of Exports and Imports returned from each reſpective Port to the Inſpector-General are not kept ſeparately, but are entered in his Books under *one general Head of Out Ports:* The above Account, therefore, is made up accordingly.

Cuſtom-Houſe, London, May 1, 1783.

JOHN TOMKYNS, Aſſiſtant Inſpector-General.

AN ACCOUNT of all Rice, Indigo, Cochineal, Tobacco, Sugars, Molaſſes and Rum imported into Scotland for ten Years, ending at Chriſtmas 1782, diſtinguiſhing each Year, and the ſeveral Quantities and Species.

	RICE.			INDIGO.	COCHINEAL.			TOBACCO.		SUGARS.			MOLASSES.			RUM.
								Unmanufactured.	Manufactur.							
YEARS	Cwt.	qrs.	lb.	lb.	Cwt.	qrs.	lb.	lb.	lb.	Cwt.		lb.	Cwt.	qrs.	lb.	Gallons.
1773	11842	2	6	2924	0	0	0	44543050	0	70287	2	21	12	1	20	143655½
1774	241	2	24	6690	0	0	0	41348295	30	66157	0	10	0	0	0	183602
1775	589	1	24	4371	0	0	0	45863154	0	81000	2	21	22	2	2	188153½
1776	0	0	0	5139	1	0	0	7423363	100	57135	3	8	253	0	0	268058
1777	94	3	4	1523	0	0	0	294896	267	80253	3	4	545	1	1	200084½
1778	1596	0	0	22156	0	0	0	2884374	6	117285	2	4	2939	0	3	511820
1779	31	1	23	28247	0	1	0	3138464	12	97481	0	12	803	1	22	194352
1780	220	1	4	6318	0	0	17½	5125638	157	77041	3	10	0	0	0	145625½
1781	2682	3	13	16042	0	1	2	1952243	100	58379	1	11	0	0	0	144521½
1782	0	0	0	3992	0	1	26	2624807	175	57487	3	18	0	0	0	150743½

AN ACCOUNT of all Rice, Indigo, Cochineal, Tobacco, Sugars, Molaſſes and Rum imported into Scotland for ten Years, ending at Chriſtmas 1782, diſtinguiſhing each Year, and the ſeveral Quantities and Species.

	RICE.			INDIGO.	COCHINEAL.	TOBACCO.		SUGARS.						MOLASSES.			RUM.
						Manufactured.	Not manufactured.	Refined.			Raw.						
YEARS	Cwt.	qrs.	lb.	lb.		lb.	lb.	Cwt.	qrs.	lb.	Cwt.	qrs.	lb.	Cwt.	qrs.	lb.	Gallons.
1773	10541	3	16	0	0	41783	46347735	1235	1	18	55438	0	7	0	0	0	72338½
1774	73	0	0	18	0	62742	33794322	1575	2	8	38911	3	19	0	0	0	50745
1775	5	0	0	0	0	95352	30228949	1354	3	24	46178	1	0	3	0	7	151041
1776	0	0	0	0	0	234216	23467162	1742	2	4	30087	2	7	40	1	25	48575½
1777	1244	3	7	672	0	109009	5406668	4343	1	12	34899	2	3	215	2	5	130296
1778	1413	2	1	245	0	77986	2296622	2488	1	2	63056	2	3	96	2	0	186598½
1779	3	3	2	56	0	128923	2339649	1456	0	2	48634	1	2	651	0	3	409133
1780	0	0	0	696	0	102304	3024867	2653	3	19	27045	0	1	569	0	26	56951
1781	860	2	15	2680	0	213322	1574735	1308	2	9	37719	0	11	840	3	20	63243
1782	664	1	27	0	0	233458	700837	878	3	2	8060	1	24	216	3	12	138438½

MBER IV

ierica, the Iſlanc Day of January, 1770, and
h of January, 1

	FROM THE					
		O T A L.				
d.				£.	s.	d.
	4072 cwt. 2 qrs.	—	—	15204	16	
	12 0	—	—	44	16	
	4352 lbs. at 4s.	—	—	979	4	
	227,772 gallons,	—	—	11388	12	
	3,408,784 ditto,	—	—	170439	4	
	34,529 lbs. at 6	—	—	863	4	6
	35,056 cwt. 1 q	—	—	49078	16	7½
	—	—	—	45809	17	7½
	196 caſks, at 2l.	—	—	980		
	133,800 lbs. at 1		—	6690		
	222,791 ditto, 1	—	—	11139	11	
	121,238 lbs. at 6	—	—	3030	19	
	455,351 ditto, at	—	—	22767	11	
	[illegible] 14s. ſterlin	—	—	3213	14	

AN ACCOUNT of the Goods and Produce imported into the ſeveral Provinces in North America, the Iſla
the 5th of January,

Species of Merchandize.	FROM THE SOUTHERN PARTS OF EUROPE.		FROM AFRICA.		FROM TH
	Quantity.	Value.	Quantity.	Value.	
		£. s. d.		£. s. d.	
Coffee, Britiſh	—	—	—	—	4072 cwt. 2 q
Ditto, foreign	—	—	—	—	12 0
Indigo, foreign	—	—	—	—	4352 lbs. at 4
Molaſſes, Britiſh	—	—	—	—	227,772 gallon
Ditto, foreign	—	—	—	—	3,408,784 ditt
Pimento, Britiſh	—	—	—	—	34,529 lbs. at
Sugar, brown, foreign	—	—	—	—	35,056 cwt. 1
Wine of the Azores	763,125 ½ tons, at 9s. 6ol.	4,809 17 7½	—	—	—
Annatta	—	—	—	—	196 caſks, at
Cotton, Britiſh	—	—	—	—	133,800 lbs. a
Ditto, foreign	—	—	—	—	222,791 ditto,
Cocoa, Britiſh	—	—	—	—	121,238 lbs. a
Ditto, foreign	—	—	—	—	455,351 ditto,
Caſh in coin	—	—	—	—	3213l. 14s. ſter
Fuſtick	—	—	—	—	362 tons, 9 cw
Ginger, Britiſh	—	—	—	—	637 0
Hides, ditto	—	—	—	—	10168 No. at
Ditto, foreign	—	—	—	—	11737 No. at
Ivory	—	—	—	—	1573 lbs. at 3s
Iron, old	—	—	—	—	51 tons, 7 cwt
Limes, Britiſh	—	—	—	—	2543 barrels,
Ditto, foreign	—	—	—	—	443 ditto, at
Logwood	—	—	—	—	3027 tons, 15
Lignumvitæ	—	—	—	—	68 tons, 10 cw
Cedar poſts	—	—	—	—	827 No. at 2s
Molaſſes, duty paid at Dominica	—	—	—	—	8908 gallons,
Mahogany	—	—	—	—	814 tons, 14 f
Negroes	—	—	2266 No.*	— — 90640	620 No. at 4o
Pimento, warehouſed	—	—	—	—	886 lbs. at 6d
Rum	—	—	—	—	3,888,370 gall
Salt, Weſt-India	—	—	—	—	500,484 buſhe
Sugar, brown, Britiſh	—	—	—	—	66,417 cwt. 3
Ditto, clayed	—	—	—	—	147 1
Ditto, warehouſed	—	—	—	—	659 2
Sarſaparilla, Britiſh	—	—	—	—	16,424 lbs. at
Ditto, foreign	—	—	—	—	3148 ditto, at
Skins, calf	—	—	—	—	128 No. at 2s.
Ditto, deer	—	—	—	—	3750 lbs. at 1s
Turtle, ſhell	—	—	—	—	230 ditto, at 6
Wine, duty paid in the Weſt Indies	—	—	—	—	3 tuns, 45 gall
Bees wax	—	—	—	—	1200 lbs. at 1s
Salt, ſouthern parts of Europe	521,225 buſhels, at 1s.	26061 5	—	—	—
Barwood	—	—	4164 pieces, at 1s.	208 4	—
Ebony	—	—	3 tons, 11 cwt. at 4l. 10s.	15 19 6	—
Ivory	—	—	194 No. and 5439 lbs.	3270 17	—
Wax, bees	—	—	17225 lbs.	861 5	—
Dye wood	—	—	70 tons, at 90s.	315	
Hides	—	—	166 No. at 7s.	58	
		71871 2 7½		95369 7 6	

* The importations of ſlaves is this year conſiderably under the medium importation.

th America, the Islands of Newfoundland, Bahama and Bermuda, between the 5th Day of January, 1770, and the 5th of January, 1771.

Value.		
£.	s.	d.
—		
—		
—	

AN ACCOUNT of the Quantity, with an Eſtimate of the Value at the Ports of Exportation, of all the Goods and Produce exported from January, 1770, and the 5th of Janu

Species of Merchandize.	GREAT BRITAIN. Quantity.	Value. £. s. d.	IRELAND. Quantity.	Value. £. s. d	SOUTHERN PARTS OF EUROPE. Quantity.	Value. £. s. d
Aſhes, pot	1173 tons, 1 cwt. 1 qr. 4 lb. at 30l.	35191 18 7½	—	—	—	—
Ditto, pearl	736 14 1 2 at 40l.	29468 10 7	—	—	—	—
Annetta	194 lbs. —	33 19	—	—	—	—
Apples	—	—	60 bls. at 5s.	15	—	—
Axes	—	—	—	—	—	—
Bricks	—	—	—	—	—	—
Bran	—	—	—	—	—	—
Chaiſes	—	—	—	—	—	—
Chairs, riding	—	—	—	—	—	—
Waggons	—	—	—	—	—	—
Cortex, elutheria	16512 lbs. at 6d.	412 16	—	—	—	—
Ditto, winteranus	2225 lbs. at 6d. —	55 12 6	—	—	—	—
Candles, ſpermaceti	4865 lbs. at 1s. 3d.	304 1 3	450 lbs. —	28 2 6	14167 lbs. at 1s. 3d. —	885 8 3
Ditto, tallow	—	—	—	—	1630 at 5d. —	33 19 2
Ditto, wax	—	—	—	—	—	—
Coals, American, from North Hampſhire	—	—	—	—	—	—
Cyder and beer	—	—	—	—	—	—
Caſtorium	7465 lbs. at 4s. 6d.	1679 12 6	—	—	—	—
Capillaire	73 hhds. —	219	—	—	—	—
Chocolate	—	—	—	—	50 lbs. at 9d. —	1 17 6
Cordage, American	—	—	—	—	—	—
Earthen ware	—	—	—	—	—	—
Fiſh, dried	22086 quintals, at 12s.	13251 12	450 at 12s. —	270	431386 quintals, at 12s.	258331 12
Ditto, pickled	123 barrels, at 15s.	92 5	25 barrels. at 15s.	18 15	307½ barrels, at 15s.	230 12 6
Flax ſeed	6780 ½ buſhels, at 2s. 3d.	762 16 1	305083 buſh. at 2s. 3d	34321 16 9	749 ditto. —	84 5 3
Houſe furniture, chairs	—	—	—	—	—	—
Caſes, drawers	—	—	—	—	—	—
Deſks	—	—	—	—	No. 9. at 2l. 10s. —	22 10
Tables	—	—	—	—	No. 6. at 10s. —	3
Grain, viz. Corn	—	—	150 buſhels, at 1s. 6d.	11 5	175221 buſhels, at 1s. 6d.	13141 11 6
Oats	—	—	—	—	3421 ditto, at 1s. —	171 1
Wheat	11739 buſhels, at 3s. 6d. —	2056 6 6	149985 buſh. at 3s. 6d	26247 7 6	588561 ¼ ditto, at 3s. 6d.	102998 4 4
Genſang	74604 lbs. at 4d. —	1243 8	—	—	—	—
Ground nuts (South Carolina)	—	—	—	—	—	—
Grindſtones	—	—	—	—	—	—
Hemp	86 tons, 1 qr. 14 lb. at 1l. 10s.	129 11 3	—	—	—	—
Honey	1080 lbs. at 9d. —	40 10	4410 lbs. —	165 7 6	3600 lbs. at 9d. —	135
Hides	2651 No. at 7s. —	927 17	—	—	—	—
Horns	62156 No. at 18s. —	55 18 9	1600 No. —	1 8	—	—
Hay	—	—	—	—	47 tons, 12 cwt. at 2l. —	95 4
Iron, bar	2102 tons, 6 cwt. 3 qrs. 14 lbs. at 15l.	31535 3 1	85 tons, 5 cwt. at 15l.	1273 15	10 —	7 10
Ditto, caſt	—	—	—	—	2 3 qrs. 16 lb.	2 3 5
Ditto, pig	5747 tons, 4 cwt. at 5l. —	28736	267 tons, 10 cwt.	1337 10	—	—
Ditto, wrought	—	—	—	—	—	—
Indigo	584593 lbs. at 4s. 6d. —	131533 8 6	—	—	—	—
Lamp black	—	—	—	—	—	—
Lime, quick	—	—	—	—	—	—
Leather, tanned	—	—	—	—	—	—
Barley	—	—	—	—	268 buſhels, at 2s. 4d. —	32 5 4
Oil, whale	5202 tuns, 33 gallons, at 15l.	78031 19 3	22 tuns, 64 gallons	333 16 2	174 tuns, 207 gallons —	2622 6 7
Ditto, linſeed	165 gallons, at 4s. 6d. —	37 2 6	—	—	—	—
Ore, copper	40 tons, 13 cwt. at 21l. —	853 13	—	—	—	—
Ditto, lead	6 12	82 10	—	—	—	—
Proviſions, viz. Bread and flour	162 16 at 11l. —	2890 16	3583 tons, 2 cwt. 1 lb.	39414 4 9	18501 tons, 10 cwt. 1 qr.	203516 12 9
Beef and pork	—	—	—	—	244½ at 2l. 2s. 6d.	519 11 3
Butter	—	—	—	—	—	—
Cheeſe	—	—	—	—	—	—
Hams	—	—	30 bls. —	114	—	—
Meal	57 buſhels, at 3l. —	171	—	—	—	—
Potatoes	—	—	—	—	—	—
Rum, New England	600 gallons, at 1s. 3d. —	37 10	7931 gallons —	495 13 9	45310 gallons —	2831 17 6
Roſin	195 barrels, at 1l. 5s. —	243 15	—	—	—	—
Reeds	42600 No. at 18s. —	36 6 9	—	—	3000 reeds —	2 14
Rice	74073 barrels, at 2l. 5s. —	166661 5	—	—	36296 ½ barrels —	81667 2 6
Ditto, duty paid	—	—	—	—	—	—
Rough rice	—	—	—	—	600 lbs. at 7½ d. —	18 15
Sugar, loaf, American,	—	—	—	—	2 tons, 10 cwt. —	70
Saſſafras	73 tons, 19 cwt. 1 qr. at 28l.	2070 19	—	—	—	—
Snake root	980 lbs. at 1s. 6d. —	73 10	—	—	—	—
Silk, raw	511 lbs. 9 oz. at 1l. —	541 11 3	—	—	—	—
Soy	47½ dozen, at 2l. 14s. —	128 5	—	—	550 lbs. at 6d. —	13 15
Soap	—	—	—	—	—	—
Sago powder	34 barrels, and 4078 lbs. at 3s. 6d.	1903 13	—	—	—	—
Stones, ſawed	—	—	—	—	4000 lbs. at 6d. —	100
Starch	—	—	—	—	—	—
Shoes, American	—	—	—	—		
		527549 8 10½		104053 2 8		668038 18 1

nd Produce exported from the several Provinces of North America, the Islands of Newfoundland, Bahama and Bermuda, between the 5th Day of 1770, and the 5th of January, 1771.

ERN PARTS OF EUROPE.		AFRICA.		BRITISH AND FOREIGN WEST INDIES.		TOTAL OF EXPORTS FROM NORTH AMERICA.	
uantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	£. s. d.		£. s. d.		£. s. d.		£. s. d.
—	—	—	—	—	—	1173 tons, 1 cwt. 1 qr. 4 lb. —	35191 18 7½
—	—	—	—	—	—	736 14 1 2 —	29468 10 7
—	—	—	—	—	—	194 —	33 19
—	—	—	—	83 barrels, at 5s. —	20 15	143 —	35 15
—	—	—	—	2033 No. at 3s. —	304 19	2033 No. —	304 19
—	—	3000 No. at 12s.	1 16	1155615 at 12s. —	957 11 11	1158615 —	959 7 11
—	—	—	—	110 bushels —	4 2 6	110 —	4 2 6
—	—	—	—	44 No. at 20l. —	880	44 —	880
—	—	—	—	28 No. at 15l. —	480	28 —	480
—	—	—	—	41 No. at 15l. —	610	41 —	610
—	—	—	—	—	—	16512 —	412 16
—	—	—	—	6818 lbs. at 6d. —	170 9	9043 —	226 1 6
t 1s. 3d. —	885 8 3	7905 lbs. —	494 1 3	351625 lbs. at 1s. 3d. —	21976 11 3	379012 —	23688 4 6
t 5d. —	33 19 2	240 —	5	57550 at 5d. —	1198 19 2	59420 lbs. —	1237 18 4
—	—	—	—	320 at 1s. —	16	320 —	16
—	—	—	—	20 chaldron, at 1l. 5s. —	25	20 chaldrons —	25
—	—	—	—	2143 barrels, at 5s. —	535 15	2143 barrels —	535 15
—	—	—	—	—	—	7465 lbs. —	1679 12 6
—	—	—	—	—	—	73 hhds. —	219
l. —	1 17 6	50 lbs. —	1 17 6	560 lbs. —	21	660 lbs. —	24 15
—	—	—	—	2 tons, 10 cwt. at 30l. —	75	2 tons, 10 cwt. —	75
—	—	—	—	27 hhds. 166 bushels —	200	27 hhds. 166 bushels —	200
ntals, at 12s. —	258331 12	—	—	206081½ at 10s. —	103040 15	660003½ —	375393 17
s, at 15s. —	230 12 6	31 barrels —	23 5	29582 barrels, at 15s. —	22186 10	30068½ —	22551 7 6
—	84 5 3	—	—	—	—	312612½ —	35168 18 1
—	—	—	—	1340 No. at 10s. —	670	1340 No. —	670
—	—	—	—	12 No. at 2l. 10s. —	30	12 No. —	30
l. 10s. —	22 10	—	—	327 No. at 2l. 10s. —	817 10	336 —	840
os. —	3	—	—	202 No. at 10s. —	101	208 —	104
iels, at 1s. 6d. —	13141 11 6	20 lbs. —	1 10	402958½ bushels —	30221 17 9	578349½ —	43376 4 3
at 1s. —	171 1	—	—	21438 ditto —	1071 18	24859 —	1242 19
tto, at 3s. 6d. —	102998 4 4½	—	—	955 ditto, at 3s. 6d. —	169 2 6	851240½ —	131467 10½
—	—	—	—	—	—	74604 —	1243 8
—	—	—	—	234 ditto, at 3s. —	35 2	234 —	35 2
—	—	—	—	144 No. at 5s. —	36	144 —	36
—	—	—	—	—	—	86 cwt. 1 qr. 14 lbs. —	129 11 3
9d. —	135	—	—	1986 lbs. —	74 9 6	11076 lbs. —	415 7
—	—	—	—	10 No. —	3 10	2661 —	931 7
—	—	—	—	—	—	63756 —	57 7 6
cwt. at 2l. —	95 4	—	—	5 tons, 7 cwt. —	10 14	52 tons, 19 cwt. —	105 18
—	7 10	3 tons —	45	272 tons, 19 cwt. 1 qr. 3 lbs. —	4094 9 2	2464 1 17 lbs. —	36960 17 3
3 qrs. 16 lb.	2 3 5	—	—	2 2 22	30 10 6	2 3 2 qrs. 10 lbs. —	32 13 11
—	—	—	—	3 tons —	15	6017 14	30088 10
—	—	—	—	8 7 cwt. 1 qr. 12 lbs. at 20l. —	167 7 1	8 7 1 12 —	167 7 1
—	—	—	—	83 lbs. —	18 13 6	584672 —	131552 2
—	—	—	—	383 barrels, at 9d. —	14 7 3	383 barrels —	14 7 3
—	—	—	—	6391 bushels, at 1s. 6d. —	479 6 6	6391 —	479 6 6
—	—	—	—	15324 lbs. at 9d. —	383 2	15324 lbs. —	383 2
—	—	—	—	—	—	268 bushels —	32
, at 2s. 4d. —	32 5 4	—	—	268 tuns, 78¼ gallons —	4024 13 9	5667 tuns, 130¼ gallons —	85012 15 9
97 gallons —	2622 6 7	—	—	7 ditto, 239½ ditto —	450 15 9	8 152¼ —	487 18 3
—	—	—	—	—	—	40 tons, 13 cwt. —	853 13
—	—	—	—	—	—	6 12 —	82 10
10 cwt. 1 qr.	203516 12 9	71 tons, 16 cwt. 3 qrs.	790 4 3	23449 tons, 4 cwt. 1 qr. 16 lb.	257941 8 4	45868 tons, 9 cwt. 2 qrs. 16 lbs. —	504553 6 1
at 2l. 2s. 6d.	519 11 3	438½ bushels —	931 16 3	2870 7 3	64583 14 4½	2870 7 3 and 683 barrels.	66035 1 10½
—	—	300 lbs. at 5d. —	6 5	167313 lbs. —	3485 13 9	167613 lbs. —	3491 18 9
—	—	—	—	55997 ditto, at 4s. —	933 5 8	55997 ditto —	933 5 8
—	—	—	—	—	—	95 —	285
—	—	—	—	4430 bushels, at 2s. —	433	4430 —	443
—	—	—	—	3382 ditto, at 9d. —	126 16 6	3382 —	126 16 6
ns —	2831 17 6	292966 gallons —	18310 7 6	2574 gallons —	160 17 6	349281 —	21836
—	—	—	—	28 barrels —	35	223 barrels —	278 15
—	2 14	—	—	—	—	45600 —	39 9
rrels —	81667 2 6	117 bls. —	263 5	38066½ ditto —	87674 12 6	149453 —	336269 5
—	—	—	—	1966 barrels, 9006 cwt. 22 lbs. —	4423 10	1966 barrels, containing 9006 cwt. 22 lbs.	4423 10
—	—	—	—	8200½ bushels, at 1s. 6d. —	615 9	8200½ bushels —	615 9
7½ d. —	18 15	1500 lbs. —	46 17 6	8548 lbs. at 7½ d. —	267 2 6	10648 —	332 15
cwt. —	70	84 ditto —	1 1	—	—	76 tons, 10 cwt. —	2142
—	—	—	—	30 lbs. —	2 5	1010 —	75 15
—	—	—	—	—	—	541 lbs. 19 oz. —	541 11 3
—	—	—	—	10½ dozen, 2l. 14s. —	28 7	58 dozen —	156 12
6d. —	13 15	1000 lbs. —	25	85035 lbs. —	2125 17 6	86585 —	2164 12 6
—	—	—	—	846 ditto —	148 1	4942 lbs. 34 barrels —	2051 14
—	—	—	—	74397 No. at 3d. —	929 19 3	74397 No. —	929 19 3
t 6d. —	100	—	—	18359 lbs. —	458 19 6	22359 —	558 19 6
—	—	—	—	3149 pairs, at 2s. 6d. —	393 12 6	3149 pairs —	393 12 6
	668038 18 10½		22947 6 3		520298 8 11½		1944833 1½

SMITHSONIAN INSTITUTION

ASSISTENZIALE

Species of Merchandize.	GREAT BRITAIN. Quantity.	Value. £. s. d.	IRELAND. Quantity.	Value. £. s. d.	SOUTHERN PARTS EUROPE. Quantity.	Value. £.
	Brought forward	527549 8 10½		104053 2 8		668038
Ship ſtuff	—	—	—	—	7327 bar. at 1l. 5s.	9158
Onions	—	—	—	—	14000 ropes, at 2d.	116
Peaſe and beans	—	—	—	—	1046 buſhels, at 4d.	209
Naval ſtores, viz. Pitch	8265 barrels, at 7s.	2892 15	—	—	—	—
Tar, common	78115 ditto, at 6s.	23434 10	—	—	—	—
Ditto, green	653 barrels	261 4	—	—	—	—
Turpentine	15125 ditto, at 8s.	6050	—	—	—	—
Maſts	2027 ½ tons, No. 289	15000	—	—	—	—
Yards	418 tons, 20 No. at 1l.	438	—	—	—	—
Bowſprits	598 and No. 25	623	—	—	—	—
Live ſtock, viz. Cattle	—	—	—	—	—	—
Horſes	—	—	—	—	—	—
Poultry	—	—	—	—	—	—
Sheep and hogs	—	—	—	—	—	—
Skins, viz. Deer, dreſt	314347 ½ lbs. at 2s.	31434 15	185 lbs.	18 10	—	—
Ditto, raw	485275 ditto, at 1s. 1d.	20285 14 7	—	—	—	—
Calf	—	—	—	—	—	—
Seal	—	—	—	—	—	—
Tobacco	84997 hogſheads, 2 ¼ d. and 2 ¼ d. per lb.	904981 14	—	—	—	—
Turpentine oil	11 barrels, at 2l. 10s.	27 10	—	—	—	—
Tallow and lard	800 lbs. at 5d.	16 13 4	—	—	—	—
Tortoiſe ſhell	593 ditto	29 13	—	—	—	—
Turtle (from Bahama)	10700 ditto, at 5d.	222 18 4	—	—	—	—
Turnery	—	—	—	—	—	—
Wax, bees	62794 ditto, at 1s.	3139 14	10980 lbs.	549	50529 lbs.	2526
Whale fins	112971 ditto, at 2s. 6d.	19121	—	—	—	—
Walnut, black	68 tons, 22 feet, and 1004 ſquare feet, at 30s. 60s. m.	105 15 11	6 tons	9	—	—
Lumber, boards, &c. pine	4939506 feet, at 20s. m.	6421 7 1	72480 feet	94 17 5	461578 feet	600
Ditto oak	1041337 ditto, at 2l. 10s.	2603 7 6	256761 ditto	641 18	24500 lbs.	61
Clap boards	1500 ditto, at 2l. 10.	9	—	—	—	—
Cedar boards	31176 ditto, at 3l.	93 10 6	—	—	—	—
Wood, fire	—	—	—	—	—	—
Blocks	—	—	—	—	—	—
Boats	—	—	—	—	—	—
Booms	—	—	—	—	—	—
Hoops	18912 No. at 2l. 5s.	42 11	—	—	7072 No.	15
Ditto, truſs	—	—	—	—	—	—
Handſpikes	4451 No. at 4 ½ d.	83 4 1	—	—	—	—
Houſe frames	—	—	—	—	—	—
Lath wood	430 ½ cords, at 16s.	344 8	—	—	—	—
Laths	18000 No. at 7s.	6 6	—	—	—	—
Poſts, cedar	No. 8, at 8d.	5 4	—	—	—	—
Oars	97953 feet, at 6l. 5s.	612 4 2	—	—	—	—
Staves and headin.	4921020 ditto, 3l.	14763 1 2	2828762 feet	8486 5 8	1680403	5041
Shingles	18000 ditto, at 8s.	7 4	—	—	32000	12
Shook hogſheads	—	—	—	—	549 No. at 2s. 6d.	68
Spars	567 No. at 4s.	53 8	—	—	14 ditto	2
Ship pumps	—	—	—	—	—	—
Trunnells	45900 No. at 15s.	34 8 6	4300 No.	3 4 6	—	—
Timber, pine	10582 tons, 2 feet, at 8s.	4232 16 5	50 tons	20	64 ½ tons	25
Ditto, oak	3710 28 at 18s.	3339 12 7	10 5 feet	9 2 3	10 3 feet	9
Ditto, maple	686 36 at 18s.	618 4 2	—	—	—	—
Ditto, wheel	464 pairs, at 4d.	7 14 8	11219 pairs, 100 ſets	193 13	—	—
Ditto, cedar	196 tons, 5 feet, at 1l. 5s.	245 3 1	—	—	—	—
Lockſtocks	21000 No. at 4d.	36	—	—	—	—
Furrs, value	—	91485 14 9	—	—	—	—
		1686654 4 6		114078 13 6		685920
Cotton	34725 lbs. 1s.	1736 5	—	—	—	—
Cocoa	1000 ditto, 6d.	25	—	—	—	—
Camwood	1 ton, 17 cwt. at 4l. 10.	8 6 6	4650 lbs.	116 5	19184 lbs. at 6d.	479
Coffee	—	—	—	—	—	—
Fuſtick	957 tons, 11 cwt. 1 qr. 4l. 10s.	4309 7½	—	—	—	—
Ginger	36 cwt. 2 qr. 14 lb. at 16s.	29 6	—	—	—	—
Ivory and teeth	No. 236, and 2786 lbs. at 3s.	2187 18	—	—	40 cwt. 20 lb. at 16s.	32
Logwood	2805 tons, 3 cwt. 2 qr. at 4l. 10s.	12623 5 9	—	—	—	—
Lignumvitæ	365 14 1 at 4l. 10s.	1645 19 1	6 cwt.	1 7	674 tons, 16 cwt. 1 qr.	3036
Maſtick (from Bahama)	—	—	—	—	3 tons	13
Molaſſes	—	—	—	—	—	—
Mahogany	887 tons, 6 feet, and 985853 ſquare feet, at 3d.	17646 1 3	187 tons, 10 ft. & 157697 ſq. ft.	3094 14 3	2100 feet, at 3d.	26
Ditto, bedpoſts	No. 20, at 10s.	10	5 ſets	2 10	—	—
Negroes	—	—	—	—	—	—
Pimento	8508 lbs. at 6d.	212 14	—	—	2522 lbs.	63
Rum, Weſt-India	36632 gallons, at 2s. 3d.	4121 2	10704 gallons	1204 4	9251 gallons, 2s. 3d.	10
Sugar, brown, foreign	1712 cwt. 2 qr. 18 lb. 1l. 8s.	2397 14 6	—	—	—	—
Ditto, Britiſh	—	—	—	—	396 tons, 2 cwt. at 35s.	693
Sarſaparilla	135929 lbs. 2s. 3d.	15292 3	—	—	5387 lbs. 2s. 3d.	606
Wine of the Azores	49 tons, 61 ½ gallons, at 60l.	2954 12 10	4 tons, 165 gallons	279 5 7	—	—
Ebony	146 tons, 18 cwt. 4l. 10s.	661 1	—	—	—	—
		65860 6 9½		4698 5 10		5991
		1752514 11 3½		118776 19 4		691912

SOUTHERN PARTS OF EUROPE.			AFRICA.			BRITISH AND FOREIGN WEST INDIES.			TOTAL OF EXPORTS FROM NORTH AMERICA.		
Quantity.	Value.		Quantity.	Value.		Quantity.	Value.		Quantity.	Value.	
	£.	s. d.		£.	s. d.		£.	s. d.		£.	s. d.
	668038	18 10½		20947	6 3		620208	8 11½		1944833	1½
7327 bar. at 11. 5s.	9158	15	— — —	—		640 barrels — —	800		7964 barrels — —	9958	15
14000 ropes, at 2d.	116	13 4	— — —	—		1918 bush. 388319 bun. 127600 lb.	6378	16 1	402319 bunches, 127600 lb. 1918 bushels	6495	9 5
1046 bushels, at 4d.	209	4	— — —	—		49337 bushels — —	9867	8	50383 — —	10070	12
— —	—		57 barrels —	19	19	822 barrels — —	287	14	9141 barrels — —	3200	8
— —	—		134 ditto —	40	4	3175 ditto — —	951	18	81422 — —	24426	12
— —	—		—	—		—	—		653 barrels — —	261	4
— —	—		82 ditto —	32	16	1807 ditto — —	722	16	17014 — —	6805	12
— —	—		— —	—		2 tons, No. 112 — —	566		2029 ¼ tons, 401 No. — —	15566	
— —	—		— —	—		3 No. — —	3		418 tons, 23 No. — —	441	
— —	—		— —	—		—	—		598 tons, 25 No. — —	623	
— —	—		— —	—		3184 ditto — —	14328		3184 No. — —	14328	
— —	—		— —	—		6692 ditto — —	60228		6692 ditto — —	60228	
— —	—		— —	—		2615 ¼ dozen — —	1177	1	2615 ¼ — —	1177	1
— —	—		— —	—		12797 No. — —	4478	19	12797 No. — —	4478	19
— —	—		— —	—		—	—		314532 ½ — —	31453	5
— —	—		— —	—		—	—		485275 — —	26285	14 7
— —	—		— —	—		144 ditto — —	18		144 No. — —	18	
— —	—		— —	—		24 ditto — —	2	8	24 ditto — —	2	8
— —	—		9300 lbs. at 2 ¼ d.	87	3 9	3 hhds. 164162 lbs. at 2 ¼ d. —	1569	4	— — —	906637	18 1½
— —	—		— —	—		30 barrels — —	75		41 barrels — —	102	10
— —	—		450 lbs. at 5d.	9	7 6	183893 lbs. — —	3831	2 1	1851+3 — —	3857	2 11
— —	—		— —	—		—	—		503 — —	29	13
— —	—		— —	—		5600 ditto — —	116	13 4	16300 — —	339	11 8
— —	—		— —	—		5520 feet — —	138		5560 — —	138	
50529 lbs. —	2526	9	2400 ditto, at 1s.	120		1820 lbs. — —	91		128523 — —	6426	3
— —	—		— —	—		—	—		112971 — —	19121	7 6
— —	—		— —	—		—	—		74 tons, 22 feet, and 1004 square feet	114	15 11
7 5 461578 feet —	600	1	4800 feet —	62	8	34429453 feet — —	44758		30951522 — —	51936	19 4
8 24500 lbs. —	61	5	— —	—		1292710 ditto — —	3231	15 6	2015308 — —	6538	6
— —	—		— —	—		20000 No. — —	40		24500 — —	49	
— —	—		— —	—		—	—		31176 — —	93	10 6
— —	—		— —	—		70 cords — —	28		70 cords — —	28	
— —	—		500 feet, at 6d.	12	10	198 No. and 100 feet — —	14	18	600 feet, 198 No. — —	27	8
— —	—		8 No. at 7l. —	56		62 No. — —	434		70 No. — —	490	
— —	—		— —	—		1 No. and 500 inches — —	50		No. 1. and 500 inches — —	50	
7072 No. —	15	18 2	8500 ditto —	19	2 6	3817899 No. — —	8590	5	3852383 — —	8667	16 8
— —	—		— —	—		177 lets — —	53	2	177 lets — —	53	2
— —	—		No. 48 at 4d.		18	1342 No. at 4d. —	23	4	5891 No. — —	197	6 1
— —	—		— —	—		163 ditto — —	3260		163 ditto — —	3260	
— —	—		— —	—		—	—		4304 — —	344	8
— —	—		— —	—		17720 ditto — —	6	4	35720 — —	12	10
— —	—		— —	—		—	—		8 No. — —	5	4
5 8 1680403 —	5041	4 2	500 feet —	3	2 6	74362 feet — —	464	15 2	172815 — —	1080	1 10
32000 —	12	16	— —	—		11116141 — —	33348	8 5	20546326 — —	61618	19 5
549 No. at 2s. 6d.	68	12 6	— —	—		38928857 — —	15571	10 10	5978857 — —	15591	10 10
14 ditto —	2	16	30 No. —	3	15	6209 — —	7762	7 6	62678 — —	7834	15
— —	—		— —	—		267 No. and 600 inches — —	70		848 No. and 600 inches — —	126	4
4 6 — —	—		— —	—		No. 40 — —	200		40 No. — —	200	
— —	—		— —	—		—	—		50200 — —	37	13
64 ¼ tons —	25	16	— —	—		315 tons, 10 feet. — —	126	2	11011 tons, 32 feet — —	4404	14 5
2 3 10 3 feet	9	1 4	— —	—		144 tons — —	129	12	3874 36 — —	3487	8 2
— —	—		— —	—		—	—		686 26 — —	618	4 2
3 — —	—		— —	—		—	—		11683 pairs, 100 lets — —	201	7 8
— —	—		— —	—		6 tons, 230 feet, 2976 posts —	156	19 9	203 tons, 5 feet, and 230 sq. ft. 2976 posts	402	2 10
— —	—		— —	—		—	—		21600 — — —	36	
	68592	0 4½		21381	16 6		844178	14 9½		3356159	10 2½
— —	—		— —	—		—	—		—	—	
5 19184 lbs. at 6d.	479	12	— —	—		458 lbs. — —	22	18	35183 — —	1759	3
— —	—		— —	—		287 ditto — —	7	3 6	25121 — —	628	6
— —	—		— —	—		—	—		1 ton, 17 cwt. — —	8	6 6
— —	—		17 cwt. —	47	12	—	—		17 cwt. — —	47	12
— —	—		— —	—		8 tons — —	36		965 tons, 11 cwt. 1 qr. —	4345	7½
40 cwt. 20 lb. at 16s.	32	2 11	— —	—		—	—		76 3 6 —	61	8 11
— —	—		— —	—		—	—		236 No. and 2786 lbs. —	2187	18
674 tons, 16 cwt. 1 qr.	3036	13 1½	— —	—		—	—		3479 tons, 19 cwt. 3 qrs. —	15659	18 10½
7 3 tons —	13	10	— —	—		3 tons — —	13	10	373 1 —	1074	6 1
— —	—		— —	—		1830 pairs — —	91	10	1830 pairs — —	91	10
— —	—		890 gallons —	44	10	—	—		890 gallons — —	44	10
4 3 2100 feet, at 3d.	26	5	— —	—		46884 feet — —	586	1	1074 tons, 16 feet, and 1192534 feet	21353	1 6
0 — —	—		— —	—		75 lets — —	37	10	100 lets — —	50	
— —	—		— —	—		27 No. — —	810		27 No. — —	810	
2522 lbs. —	63	1	— —	—		—	—		11030 lbs. — —	275	15
4 9251 gallons, 2s. 3d.	10	14 9	— —	—		2810 gallons — —	316	2 6	59397 gallons — —	6682	3 3
— —	—		— —	—		—	—		1712 cwt. 2 qrs. 18 lbs. —	2397	14 6
396 tons, 2 cwt. at 35s.	693	17 6	54 cwt. —	94	10	110 cwt. 1 qr. 4 lbs. —	193		5 60 2 4 — —	981	7 6
5387 lbs. 2s. 3d.	606	9	— —	—		112 lbs. — —	12	12	141428 lbs. — —	15910	13
5 7 — —	—		1 tun, 210 gallons	110		43 tuns, 203 gallons —	2628	9	99 tuns, 135 gallons — —	5972	7 5
— —	—		— —	—		—	—		146 tons, 18 cwt. — —	661	1
5 10	5991	17 ¼		296	12		4754	16		81554	17
9 4	691912	3 5		21678	8 6		848933	10 9½		3437714	7 4½

Custom House, Boston, 1st of October, 1771,

THOMAS IRVING,

Inspector General of the Imports and Exports of North America, and Register of Shipping.

No. VIII.

A COMPUTATION of the FRENCH FISHERY, as it was managed before the War in 1744, from the Gut of Canſo to Louiſburgh, and thence to the North-eaſt Part of Cape Breton.

Tranſmitted by Gov. SHIRLEY in July, 1745.

			Men.
500 Shallops,	required each	5 Men	2500
60 Brigs, Sloops, &c.	———	15 Do.	900
			3400

			Quintals.
500 Shallops, catched each	300	Quintals of Fiſh,	150000
60 Brigs, &c.	600	Do.	36000
			186000

To carry theſe to Market, required 93 Ships, carrying each 2000 Quintals, navigated each by 20 Seamen, which added to 3400 Fiſhermen, makes, at Cape Breton, 5260 Men.

At GASPAY, came from FRANCE annually, Six Ships, at Sixty Men each.

Produce of one Year's Fiſhery	£ 592	10
Mud Fiſh moreover, at 9d. each, in France	146250	0
Freight, at 3s. Sterl. a Quintal, 1114000 Quint.	172350	0
Whole Value	£ 949192	10

which agrees with the general Calculation, which ſuppoſes it one Million.

	414	24520	1149000

MUD FISHERY.

	Ships.
Soudre - - - -	40
Olune and Goileux	60
Havre de Grace -	10
St. Malo - - -	20
Other Ports - -	20
	150 Ships, 20 Men each, 3000, who catch 3900000 Fiſh.
Which added to the former	414 Ships, - - - - - 24500
	564 27500 Men.

OIL.

Every Hundred Quintals makes one Hogſhead of Oil; hence 186000 Quintals will produce 11490 Hhds.

4000 Fiſh, equal to 100 Quintals; hence 3900000 Mud Fiſh, = to - - - - - - - 975

12465 Hhds. which are equal to 3116¼ Tons.

VALUATION.

		£.	s.
1149000 Quintals of Fiſh, at	10s. Sterling,	574500	0
3116¼ Tons of Oil, - -	18l. a Ton,	56092	10
Produce of one Year's Fiſhery - - - - -		630592	10
Mud Fiſh moreover, at 9d. each, in France		146250	0
Freight, at 3s. Sterl. a Quintal, 1114000 Quint.		172350	0
Whole Value - -		£ 949192	10

which agrees with the general Calculation, which ſuppoſes it one Million.

No. VIII.

A COMPUTATION of the FRENCH FISHERY, as it was managed before the War in 1744, from the Gut of Canſo to Louiſburgh, and thence to the North-eaſt Part of Cape Breton.

Tranſmitted by Gov. SHIRLEY in July, 1745.

			Men.
500 Shallops, - - - -	required each	5 Men - - - - -	2500
60 Brigs, Sloops, &c. -	———	15 Do. - - - - - -	900
			3400

			Quintals.
500 Shallops, catched each	-	300 Quintals of Fiſh, - - -	150000
60 Brigs, &c. - - - - -		600 Do. - - - - - - - - -	36000
			186000

To carry theſe to Market, required 93 Ships, carrying each 2000 Quintals, navigated each by 20 Seamen, which added to 3400 Fiſhermen, makes, at Cape Breton, 5260 Men.

At GASPAY, came from FRANCE annually, Six Ships, at Sixty Men each.

		Ships.		Men.		Quintals.
Gaſpay, - - - - - - - - - -		6		360		18000
Newfoundland Harbours.	Quadre - - - -	6		360		18000
	Port au Buſque - -	6	———	360		18000
	Trois Iſles - - -	3	———	180		9000
Cape Breton - - - - - - - -		93	———	5260	———	186000
Other Ports to the Northward of Newfoundland, from France		300	———	18000	———	900000
		414		24520		1149000

MUD FISHERY.

	Ships.
Soudre - - - -	40
Olune and Goileux	60
Havre de Grace -	10
St. Malo - - -	20
Other Ports - -	20

No. IX.

The following are the IMPORTS and EXPORTS of ENGLAND, to and from ALL PARTS.

	Total Imports from all Parts.			Total Exports to all Parts.			Balance in our Favour, or Excefs of Exports.		
Average from 1700 to 1710.	£.	s.	d.	£.	s.	d.	£.	s.	d.
	4557894	11	2¼	6512095	15	11¾	1954201	4	9½
from 1710 to 1720.	5288571	13	7¾	7767307	11	11	2478735	18	3¼
from 1720 to 1730.	6950811	3	2¼	10130870	11	9	3180059	8	6¾
from 1730 to 1740.	7570598	2	0¼	11338961	8	3¾	3768363	6	3
from 1740 to 1750.	7396609	11	1½	12399055	15	2¼	5002446	4	0¾
from 1750 to 1760.	8570989	9	8	13829953	13	1	5258964	3	5
from 1760 to 1770.	11088711	7	6¼	14841548	12	9	3752837	5	2¾
from 1770 to 1780.	11760655	10	4¾	13913236	5	6	2152580	15	1¾

IMPORTS FROM EXPORTS TO

I R E L A N D.

	£. s. d.	£. s. d.
Average from 1700 to 1710.	290429 5 11½	288809 10 8½
from 1710 to 1720.	362121 19 5¼	348551 3 0¼
from 1720 to 1730.	328086 1 6½	489547 8 3¼
from 1730 to 1740.	377588 18 0	667505 10 10½
from 1740 to 1750.	612000 16 2¾	872259 17 2
from 1750 to 1760.	734548 19 11¾	1068983 16 0½
from 1760 to 1770.	1032436 12 9½	1818595 6 2
from 1770 to 1780.	1412130 5 0¾	1897001 11 [illegible]

IMPORTS FROM EXPORTS TO

GUERNSEY, JERSEY, and ALDERNEY.

	£. s. d.	£. s. d.
Average from 1700 to 1710.	28749 0 8½	11490 8 4¾
from 1710 to 1720.	22577 0 8	38531 14 5
from 1720 to 1730.	20336 19 9	17548 7 9½
from 1730 to 1740.	19855 5 3	77200 0 3
from 1740 to 1750.	52628 12 3	24364 16 2¼
from 1750 to 1760.	58637 9 0¼	58834 9 10½
from 1760 to 1770.	52584 17 6	42094 2 7½
from 1770 to 1780.	58441 8 3½	61806 1 11½

IMPORTS FROM EXPORTS TO

H O L L A N D.

Average	£.	s.	d.	£.	s.	d.
from 1700 to 1710.	588357	0	5¼	2146519	9	2
from 1710 to 1720.	538021	18	6	2020172	18	10¼
from 1720 to 1730.	571430	18	10	1985979	6	9½
from 1730 to 1740.	495495	13	9¼	1867142	18	11¾
from 1740 to 1750.	436485	18	0¾	2404559	14	0¾
from 1750 to 1760.	352420	18	0¼	1692594	1	10¾
from 1760 to 1770.	444981	19	3¼	1864362	8	10¼
from 1770 to 1780.	475166	12	8¼	1553143	18	11½

IMPORTS FROM EXPORTS TO

FLANDERS.

	£.	s.	d.	£.	s.	d.
Average from 1700 to 1710.	9888	18	1¼	81534	3	7½
from 1710 to 1720.	25017	0	0¾	258958	7	1¾
from 1720 to 1730.	77937	7	0	214921	13	3
from 1730 to 1740.	158923	4	4½	290348	6	11¾
from 1740 to 1750.	121518	19	2½	286600	2	4
from 1750 to 1760.	50706	12	8¼	382024	0	3½
from 1760 to 1770.	116057	1	2½	506296	8	6½
from 1770 to 1780.	226041	15	5½	1019097	2	6½

IMPORTS FROM EXPORTS TO

GERMANY.

	£. s. d.	£. s. d.
Average from 1700 to 1710.	604982 16 7¾	971434 9 11¼
from 1710 to 1720.	612427 6 10¼	888781 13 7½
from 1720 to 1730.	680612 1 5	1086721 0 6
from 1730 to 1740.	737540 18 6	1111174 16 0½
from 1740 to 1750.	704209 3 4¾	1481633 18 7½
from 1750 to 1760.	701129 18 7¾	1338733 7 0¾
from 1760 to 1770.	682122 0 4¾	1863416 17 1¾
from 1770 to 1780.	657545 9 1¾	1340639 4 8

IMPORTS FROM EXPORTS TO

R U S S I A.

	£.	s.	d.	£.	s.	d.
Average from 1700 to 1710.	123752	3	8¾	132380	6	9
from 1710 to 1720.	181587	9	7½	87705	13	7¼
from 1720 to 1730.	191124	8	8	42565	2	6½
from 1730 to 1740.	282834	13	2¼	48618	9	3
from 1740 to 1750.	341468	12	0¼	86425	7	3
from 1750 to 1760.	526504	16	1¼	71099	12	7½
from 1760 to 1770.	660279	4	10	100021	9	5¾
from 1770 to 1780.	1084539	17	4	206813	2	0¼

IMPORTS FROM EXPORTS TO

S W E D E N.

	£.	s.	d.	£.	s.	d.
Average from 1700 to 1710.	188595	7	10	55538	11	2½
from 1710 to 1720.	131516	13	9¼	35398	17	5¾
from 1720 to 1730.	167493	2	10¾	35295	6	9
from 1730 to 1740.	198069	15	9¼	24131	7	5½
from 1740 to 1750.	183789	3	10¼	32570	18	1
from 1750 to 1760.	201545	14	6½	18190	15	4½
from 1760 to 1770.	210415	15	2½	40235	13	6½
from 1770 to 1780.	200967	5	8	77679	11	8

IMPORTS FROM EXPORTS TO

DENMARK AND NORWAY.

	£.	s.	d.	£.	s.	d.
Average from 1700 to 1710.	74716	3	3	43374	9	11½
from 1710 to 1720.	86310	5	0½	79667	1	3
from 1720 to 1730.	100249	3	9¾	71480	1	6¾
from 1730 to 1740.	92750	2	1¾	60060	12	8½
from 1740 to 1750.	91439	5	9½	75746	3	1¾
from 1750 to 1760.	79321	7	7¾	81279	19	10¼
from 1760 to 1770.	80815	7	2¼	149926	3	10
from 1770 to 1780.	92004	8	8¼	179588	8	1

IMPORTS FROM EXPORTS TO

GREENLAND.

	£, s. d.	£. s. d.
Average from 1700 to 1710.	17 16 7	— — —
from 1710 to 1720.	— — —	— — —
from 1720 to 1730.	426 5 6¼	93 0 0½
from 1730 to 1740.	2513 1 9¼	44 1 4½
from 1740 to 1750.	1409 17 1¼	— — —
from 1750 to 1760.	17225 17 3	203 14 10
from 1760 to 1770.	11287 7 9¼	28 15 5
from 1770 to 1780.	31692 11 9	67 14 11

IMPORTS FROM EXPORTS TO

EAST COUNTRY, OR BALTICK:

VIZ. DANTZICK, RIGA, &c.

	£. s. d.	£. s. d.
Average from 1700 to 1710.	139835 9 5¾	115208 3 7
from 1710 to 1720.	126457 8 2½	75225 6 5¼
from 1720 to 1730.	197828 7 6	119596 1 11
from 1730 to 1740.	211826 18 0¼	125107 1 5
from 1740 to 1750.	249854 4 1¾	151767 1 5
from 1750 to 1760.	255513 13 8¼	162573 12 1¾
from 1760 to 1770.	191322 4 10	193243 7 10
from 1770 to 1780.	273849 10 4	7[illegible]1 0 11½

IMPORTS FROM EXPORTS TO

F R A N C E.

	£. s. d.	£. s. d.
Average from 1700 to 1710.	19941 3 0	29508 1 11¾
from 1710 to 1720.	48186 9 11¼	136492 12 9
from 1720 to 1730.	46453 0 10¾	217520 11 5
from 1730 to 1740.	64294 10 10¼	303165 12 8¼
from 1740 to 1750.	38373 8 11¾	260913 2 1¾
from 1750 to 1760.	30704 16 0	285971 2 2¼
from 1760 to 1770.	87129 15 0	177043 6 9
from 1770 to 1780.	45572 17 4¾	153432 12 2

IMPORTS FROM EXPORTS TO

SPAIN AND CANARIES.

	£.	s.	d.	£.	s.	d.
Average from 1700 to 1710.	225090	6	2	221157	7	1½
from 1710 to 1720.	351727	1	0¾	445505	18	8½
from 1720 to 1730.	460129	13	10	625246	7	10¼
from 1730 to 1740.	477639	1	7¾	768904	7	4
from 1740 to 1750.	158941	19	8	369726	5	0
from 1750 to 1760.	413065	11	6½	1195854	11	4
from 1760 to 1770.	501910	4	3¼	1049796	12	3
from 1770 to 1780.	456597	16	6½	899595	13	7

IMPORTS FROM EXPORTS TO

PORTUGAL AND MADEIRA.

	£.	s.	d.	£.	s.	d.
Average from 1700 to 1710.	243900	2	4¾	646575	5	0
from 1710 to 1720.	304956	9	8	722156	16	0¾
from 1720 to 1730.	376009	16	9½	906642	16	1¾
from 1730 to 1740.	317260	14	1	1109231	17	10¾
from 1740 to 1750.	380436	0	2	1137691	15	6½
from 1750 to 1760.	267656	19	11¾	1223262	0	9¼
from 1760 to 1770.	339906	19	19¾	805728	9	2¾
from 1770 to 1780.	375485	3	3	600019	10	0¼

IMPORTS FROM EXPORTS TO

ITALY AND VENICE.

	£.	s.	d.	£.	s.	d.
Average from 1700 to 1710.	248298	5	6¼	173597	0	0
from 1710 to 1720.	405503	13	5¼	212924	16	0½
from 1720 to 1730.	503859	18	4½	144293	6	3¼
from 1730 to 1740.	464443	4	9½	150734	8	11¾
from 1740 to 1750.	549704	14	6¼	142781	18	6¾
from 1750 to 1760.	583852	5	4½	276034	15	6¼
from 1760 to 1770.	717948	1	4¼	686045	4	9
from 1770 to 1780.	677903	1	7	772195	11	6¼

IMPORTS FROM EXPORTS TO

STREIGHTS.

	£. s. d.	£. s. d.
Average from 1700 to 1710.	3455 5 0	263615 4 10¾
from 1710 to 1720.	23580 11 1¼	391860 19 8½
from 1720 to 1730.	104589 9 10	503565 6 3½
from 1730 to 1740.	116517 14 4	701392 14 2¾
from 1740 to 1750.	37831 14 10¾	565463 4 6
from 1750 to 1760.	96769 10 5	539055 13 6½
from 1760 to 1770.	24866 4 9½	148655 9 9¾
from 1770 to 1780.	3525 1 2½	82028 15 8½

IMPORTS FROM EXPORTS TO

TURKEY.

	£.	s.	d.	£.	s.	d.
Average from 1700 to 1710.	252942	19	11½	184321	2	1½
from 1710 to 1720.	312218	19	8½	221836	8	7¼
from 1720 to 1730.	291637	9	5¼	206794	1	8
from 1730 to 1740.	201500	7	10½	177786	11	1
from 1740 to 1750.	164261	15	5¾	119784	7	6½
from 1750 to 1760.	157380	0	2½	97516	14	4
from 1760 to 1770.	124429	0	1	74041	2	6¾
from 1770 to 1780.	135842	1	5¼	106804	18	10

IMPORTS FROM EXPORTS TO

AFRICA.

	£.	s.	d.	£.	s.	d.
Average from 1700 to 1710.	13790	11	1	82017	4	4¼
from 1710 to 1720.	20647	2	9	32936	2	10
from 1720 to 1730.	40395	10	9¾	193929	18	8
from 1730 to 1740.	52558	10	2½	184207	13	5
from 1740 to 1750.	21957	2	0¼	154826	3	10
from 1750 to 1760.	37258	19	10½	221977	16	10
from 1760 to 1770.	46115	7	4¾	493959	9	10
from 1770 to 1780.	68209	17	7¾	508294	16	2

IMPORTS FROM EXPORTS TO

EAST INDIES.

	£.	s.	d.	£.	s.	d.
Average from 1700 to 1710.	482670	1	6¼	100283	1	10½
from 1710 to 1720.	738183	19	2¼	93692	4	0
from 1720 to 1730.	961959	1	2	112477	12	6
from 1730 to 1740.	971506	15	10½	207979	16	6¾
from 1740 to 1750.	976298	3	7½	488682	10	10½
from 1750 to 1760.	854793	1	10¾	801657	7	8¼
from 1760 to 1770.	1478158	8	5¼	1038023	4	2
from 1770 to 1780.	1523273	18	8¾	909033	7	2½

IMPORTS FROM EXPORTS TO

WEST INDIES.

	£.	s.	d.	£.	s.	d.
Average from 1700 to 1710.	629127	14	8¼	313038	18	10½
from 1710 to 1720.	909471	0	7	436752	19	11½
from 1720 to 1730.	1229075	11	2¼	470076	15	10½
from 1730 to 1740.	1342122	7	2¼	439467	5	10¼
from 1740 to 1750.	1220443	1	6½	725664	16	11
from 1750 to 1760.	1779008	0	8	824026	12	9½
from 1760 to 1770.	273334	18	3	1133233	6	1¼
from 1770 to 1780.	2943955	7	1	1279572	6	0

IMPORTS FROM EXPORTS TO

B E R M U D A.

	£. s. d	£. s. d.
Average from 1700 to 1710.	325 16 3¼	653 9 10½
from 1710 to 1720.	700 15 6½	1014 15 6½
from 1720 to 1730.	3399 14 1¼	4233 4 7¾
from 1730 to 1740.	634 18 5	558 15 7
from 1740 to 1750.	341 9 0½	3247 19 11
from 1750 to 1760.	1029 3 3½	9412 5 8½
from 1760 to 1770.	1986 2 5¾	11515 9 4½
from 1770 to 1780.	1882 10 9½	13024 18 8½

IMPORTS FROM EXPORTS TO

SPANISH WEST INDIES.

	£. s. d.	£. s. d.
Average from 1700 to 1710.	— — —	— — —
from 1710 to 1720.	27112 2 6¼	43240 12 7½
from 1720 to 1730.	38068 17 3½	108839 3 11½
from 1730 to 1740.	32601 5 7½	29292 19 11½
from 1740 to 1750.	251 18 3½	121 9 7½
from 1750 to 1760.	— — —	17 11 7
from 1760 to 1770.	25186 19 9	3682 11 10
from 1770 to 1780.	28004 0 8½	6226 15 8

IMPORTS FROM EXPORTS TO

ALL NORTH AMERICA.

	£.	s.	d.	£.	s.	d.
Average from 1700 to 1710.	283729	7	0	277560	2	8½
from 1710 to 1720.	411908	0	0	375489	18	0¾
from 1720 to 1730.	556270	4	8	487493	1	8
from 1730 to 1740.	719487	8	6½	690986	14	1¾
from 1740 to 1750.	756219	12	1¼	858326	18	4½
from 1750 to 1760.	848517	3	8	1676138	4	6¾
from 1760 to 1770.	1138720	11	4	2091407	9	0½
from 1770 to 1780.	877442	15	10	2156179	2	3¼

IMPORTS FROM EXPORTS TO

THAT PART OF AMERICA NOW

UNITED STATES.

	£. s. d.	£. s. d.
Average from 1700 to 1710.	265783 0 10	267205 3 4
from 1710 to 1720.	392653 17 1½	365645 7 11¾
from 1720 to 1730.	518830 16 6	471342 12 10½
from 1730 to 1740.	672128 16 0½	660136 11 1¼
from 1740 to 1750.	708943 9 6¼	812647 13 0¼
from 1750 to 1760.	802691 6 10	1577419 16 2½
from 1760 to 1770.	1044591 17 0	1763429 10 3
from 1770 to 1780.	743560 10 10	1331296 1 5

JOHN TOMKYNS, Assistant Inspector-General.

Custom-House, London, November 20, 1783.

	Gibraltar	3550	5	6	994	—	4	4040	19	4	[illegible]	[illegible]	[illegible]
	Streights	6165	10	0	—	—	—	9451	10	0	344	3	4
	Sweden	62510	8	10	212414	19	11	56083	2	7	163219	7	11
	Turky	1562	19	10	24180	2	6	4248	3	0	41325	10	7
	Venice	17819	16	3	37035	12	3	42113	4	0	53540	16	4
Isles	Alderney	1733	14	1	7	—	—	2148	4	5	38	10	0
	Guernsey	55077	8	8	80333	12	1	61693	19	1	56298	6	0
	Jersey	18987	11	2	14535	15	1	23966	18	4	13347	14	9
North American Colonies	Canada	422807	13	6	48547	17	11	496579	8	3	144291	7	10
	Carolina	330847	2	10	94368	8	2	69742	15	8	14182	4	2
	Florida	16446	9	1	30715	5	1	4707	0	11	30935	13	6
	Georgia	14058	19	0	506	5	0	339	15	0	6804	1	10
	Hudson's Bay	6228	3	5	14763	17	0	8188	8	11	6801	18	8
	New England	—	—	—	2068	6	0	—	—	—	—	—	—
	Newfoundland	74091	4	3	51593	18	10	125388	16	5	68825	4	10
	New Providence	1776	15	10	3553	16	2	—	—	—	1034	14	4
	New York	502977	5	8	2904	18	5	186242	4	5	7690	3	2
	Nova Scotia	32474	10	1	4023	19	6	71505	5	2	2943	5	10
West-India Islands	Anguilla	—	—	—	—	—	—	5297	7	2	48239	18	6
	Antigua	65223	11	2	152445	4	2	131438	9	2	231019	5	5
	Barbadoes	152681	6	10	81177	13	11	201314	13	5	176999	2	5
	Bermuda	2346	3	6	2673	14	9	16649	9	8	880	15	11
	Jamaica	442695	5	2	869751	14	10	670669	7	7	1157121	0	11
	Montserrat	14707	12	6	56402	10	8	428	14	10	47695	14	9
	Nevis	22634	11	2	83513	8	2	4387	2	5	47386	16	9
	St. Croix	—	—	—	—	—	—	850	0	0	—	—	—
	St. Eustatius	453	8	5	5159	17	1	—	—	—	7637	18	7
	St. Kitt's	133312	15	0	385527	17	10	23304	17	8	248916	0	4
	St. Lucia	89394	3	0	103565	19	0	139853	6	9	258141	16	11
	St. Martin's	4127	15	3	28010	4	3	442	7	5	40580	16	1
	St. Thomas	26606	12	11	—	—	—	222632	10	7	3952	10	5
	Tobago	14442	17	10	29330	2	8	1893	5	10	4109	7	10
	Tortola	33438	0	9	70960	0	10	92720	12	2	161388	1	2
	Southern Fishery	—	—	—	4151	0	0	—	—	—	94	5	0
	Demerara	4473	13	6	20232	19	6	—	—	—	47913	1	4
	New Orleans	98	17	4	—	—	—	14318	3	1	4426	11	10
		9,762,622	9	5	10,831,062	10	4	11,692,660	12	4	9,011,599	16	9
	Prize Goods	806,564	1	5	1,087,928	18	8	663,089	7	9	521,007	3	1
	Grand Total	10,569,186	10	10	11,918,991	9	0	12,355,750	0	1	9,532606	19	10

JOHN TOMKYNS, Assistant Inspector-General.

Custom-House, London, November 20, 1783.

NUMBER X.

An ACCOUNT of the Value of all Goods, Wares, and Merchandize, exported from, and imported into that Part of Great Britain called England, from Chriſtmas, 1780, to Chriſtmas, 1782, diſtinguiſhing each Year and Place.

	1781.						1782.					
	Value of Exports to			Value of Imports from			Value of Exports to			Value of Imports from		
	l.	*s.*	*d.*	*l.*	*s.*	*d.*	*l.*	*s.*	*d.*	*l.*	*s.*	*d.*
Africa	312822	7	10	36386	8	10	351734	18	5	68475	16	5
Canaries	—	—	—	—	—	—	—	—	—	1341	12	11
Denmark and Norway	172012	19	9	94639	1	10	164732	2	4	73038	9	2
Eaſt Country	86848	19	3	447845	8	6	130524	7	9	332738	7	2
Eaſt India	595131	18	2	2526339	2	2	1457844	10	11	626319	8	5
Flanders	1968383	11	3	1204860	4	5	2069983	7	1	1083092	6	5
France	873	12	—	1909	14	4	8153	11	2	4783	13	6
Germany	1000078	11	2	617185	6	5	1549745	11	8	524882	14	2
Greenland	—	—	—	28255	13	1	91	4	0	39536	1	2
Holland	313487	7	10	100048	18	11	90933	17	4	24852	12	7
Ireland	1769589	19	1	1433835	15	2	1715889	0	7	1348510	11	10
Iſle of Man	19418	19	9	11204	17	10	28059	12	8	15644	9	6
Italy	262760	7	4	133645	18	0	488153	10	4	177[illegible]8	8	8
Madeira	24000	9	10	2433	8	2	50256	13	2	3[illegible]7	7	6
Portugal	523493	7	3	355723	3	0	687324	11	10	280654	14	6
Ruſſia	137967	6	7	1206806	18	7	196577	9	10	1185844	14	[illegible]
Spain	—	—	—	114492	7	2	—	—	—	144541	12	5
Gibraltar	3550	5	6	994	2	4	4046	19	4	21	9	2
Streights	6165	10	0	—	—	—	9451	10	0	344	3	4
Sweden	62510	8	10	212414	19	11	56083	2	7	163219	7	11
Turky	1562	19	10	24180	2	6	4248	3	0	41325	10	7
Venice	17819	16	3	37035	12	3	42113	4	0	53540	16	4
Iſles: Alderney	1733	14	1	7	—	—	2148	4	5	38	10	0
Iſles: Guernſey	55077	8	8	80333	12	1	61693	19	1	56298	6	0
Iſles: Jerſey	18987	11	2	14535	15	1	23966	18	4	13347	14	9
[illegible]es: Canada	422807	13	6	48547	17	11	496579	8	3	144291	7	10

NUMBER XI.

AN ACCOUNT of the Value of all Goods, Wares and Merchandize, exported from and imported into Scotland, from Chriſtmas 1780, to Chriſtmas 1782, diſtinguiſhing each Year and Place.

PLACES.	From CHRISTMAS 1780, to CHRISTMAS 1781.		From CHRISTMAS 1781, to CHRISTMAS 1782.	
	Value of Goods, &c. Exported.	Value of Goods, &c. Imported.	Value of Goods, &c. Exported.	Value of Goods, &c. Imported.

Cuſtom-Houſe, Edinburgh, November 24, 1783.

ROBERT MENZIES
RICHARD GARDNER
} Acting Inſpectors of Imports and Exports.

Greenland - - - - - -	—			8291	13	3	—			1420	16	
Guernſey - - - - - -	17285	5		5197	10	8	1782		2	5940	14	5
Holland - - - - - - -	—			13563	8	5	—			6522	6	8
Iceland - - - - - - -	—			465	1	3	—			37	10	
Jerſey - - - - -	—			245	18	10	—			1230	6	8
Ireland - - - - - - -	305167	11	11	195685	13		201182	19	10	149889	19	4
Iſle of Man - - - - -	1818	18	6	802	6		176	19	1	253	4	
Italy - - - - - - -	—			—			975			—		
Poland - - - - - - -	161	6	1	7389	19		43	11		12695	13	9
Portugal - - - - -	678	14	9	14614	10		2800	15	10	8657	13	1
Pruſſia - - - - -	82	5	4	9648	11	9	3325	2	2	14863	5	10
Ruſſia - - - - - - -	5915	5		209325	1	8	11165	8	8	203804	14	8
Sweden - - - - - - -	4793	13	7	18793	7	11	7629	18	6	22698	12	
Total	763109	9		803870	12	10	653708	13	10	809021	15	8

Cuſtom-Houſe, Edinburgh, November 24, 1783.

ROBERT MENZIES
RICHARD GARD'NER
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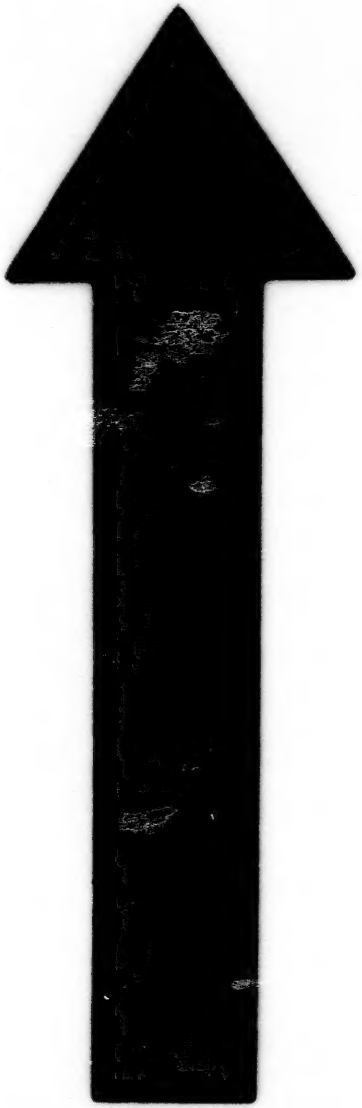
NUMBER XI.

AN ACCOUNT of the Value of all Goods, Wares and Merchandize, exported from, and imported into Scotland, from Chriſtmas 1780, to Chriſtmas 1782, diſtinguiſhing each Year and Place.

PLACES.	From CHRISTMAS 1780, to CHRISTMAS 1781.		From CHRISTMAS 1781, to CHRISTMAS 1782.	
	Value of Goods, &c. Exported.	Value of Goods, &c. Imported.	Value of Goods, &c. Exported.	Value of Goods, &c. Imported.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.
America - - - - - -	183620 10 2	49826 19 2	73311 4	110637 10 5
Weſt Indies - - - - -	141220 9 6	169375 11 1	231762 17 10	132791 18 5
Denmark and Norway - -	35011 11 1	28181 19	34575 11 5	31640 10 7
Flanders - - - - - -	56452 6 10	45803 19 4	65559 8 2	92300 4 2
Germany - - - - - -	26458 11 3	26659 2 6	19417 17 2	13636 15 8
Greenland - - - - -	—	8291 13 3	—	1420 16
Guernſey - - - - -	17285 5	5197 10 8	1782 2	5940 14 5
Holland - - - - - -	—	13563 8 5	—	6522 6 8
Iceland - - - - - -	—	465 1 3	—	37 10
Jerſey - - - -	—	245 18 10	—	1230 6 8

THE Tonnage given in to the Regiſter, is, upon an average, about a third leſs than the real meaſurement, in order to evade duties, and expences, ſuch as lights, &c. but this is more than counterbalanced by the tonnage being, in many inſtances, repeated two or three times, or as often as the veſſel ſails from port in the ſame year.